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TOPICS OF THE DAY

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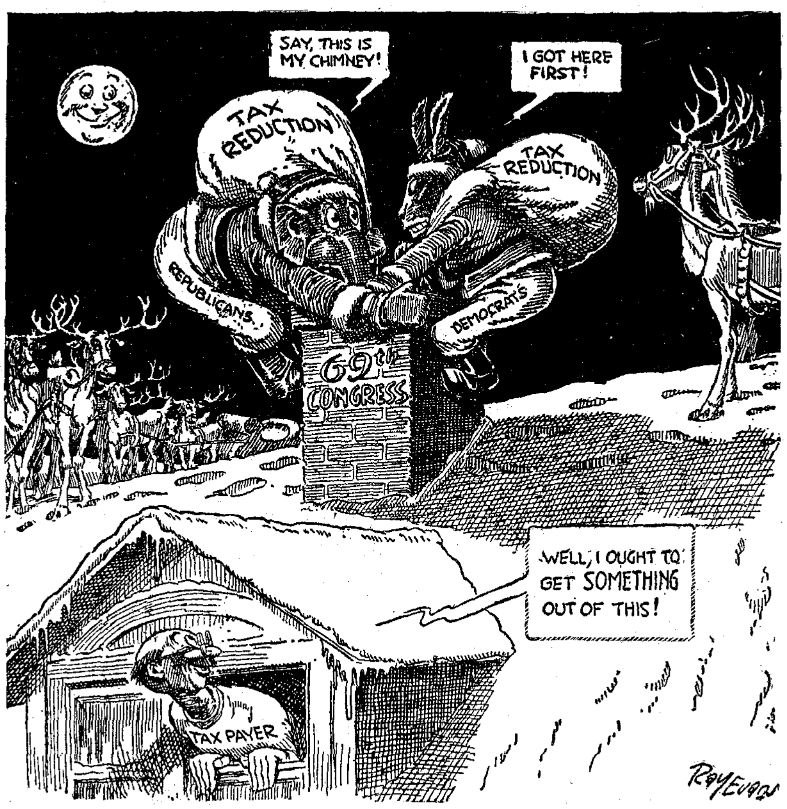
A MESSAGE THAT GIVES NO BOMBS TO THE DEMOCRATS

NO "TRUMPET BLARE OF SLOGANS," no "warning tom-toms of reform," no "clashing cymbals of political controversy," woke the echoes at the reading of President Coolidge's message to the opening session of the Sixty-ninth Congress, explains the San Francisco *Bulletin*, because these things belong to periods of depression, while the language of peace and optimism is "the soothing music that people like to hear when times are prosperous." Furthermore, suggests this independent Pacific coast newspaper, "the reserved note" of the President's message may have been due to a desire "not to stir Congress into any controversy threatening discord on tax-reduction." "Obviously the message is designed to keep us from getting excited," agrees another independent journal on the opposite edge of the continent, the Newark *News*, which notes that the tenor of the President's words is appropriate to the approaching Christmas season of peace and good-will. "It will be difficult to get up much of a difference with Mr. Coolidge over anything he says in his message, and we imagine that it will meet with general popular approval," says the Democratic New Orleans *Item*.



THEY BOTH WANT TO BE SANTA CLAUS

—Evans in the Columbus *Dispatch*.

Thus as we round the mile-post into another election year, it looks unlikely, from a careful scrutiny of the party press, that any subject broached in this Presidential report on the state of the Union will be chosen by the Democrats as the rallying-point of attack in their 1926 Congressional campaign. For while the message comes in for some criticism, on one score or another, it draws no fierce or concentrated fire from the Democratic editorial batteries. Nor is this surprizing, when we examine the situation. Telegraphic inquiries sent by The Literary Digest to the leading dailies of the nation, asking what they consider the points of outstanding interest and importance in the message, show these to be, in the opinion of the editors: Economy and tax-reduction; the President's plea for local self-government; his request for more power to prevent coal strikes; his recommendations on aviation; his plea for the development of waterways; and his declaration for an uncompromising enforcement of the Volstead Law. These won the most votes as the leading domestic issues, altho the problems of the farmer, the development of our merchant marine, the disposal of Muscle Shoals, and the adoption of a "universal draft" in time of war won scattering mention. But the subject mentioned more often than any other except tax-reduction is in the field of foreign policy—the question of our participation in the World Court.

The measure most closely identified with Mr. Coolidge's Administration, his tax-reduction program, has virtually been taken out of the field of partizan politics by the harmonious action of the Republicans and Democrats in the House Committee on Ways and Means. When he pleads eloquently the cause of local self-government he risks the suspicion of stealing the enemy's ammunition, since the Democratic party is the recognized champion of State's rights. On coal strikes, aviation, and waterways, public opinion does not naturally divide along party lines. Prohibition is a question that neither political party seems anxious, as a whole, to reopen. And when the President urges us to participate in the work of the World Court, an organization that has many enthusiastic friends in the Democratic camp, the chief criticism of the Democratic papers seems to be that he should go still further and accept the League of Nations as well.

Taking the domestic topics first, we find the President reiterating his well-known views on economy and tax-reduction. "The country is with him on that issue," declares the Topeka *Capital* (Rep.). He naturally stresses the agreement of the Democrats and Republicans of the Ways and Means Committee in drafting a tax-reduction measure, altho that harmony has since been marred in the discussions on the floor of the House. The purpose of government economy, he says, is to make possible a reduction in taxes. The deflation of normal government expenses has been "nearly accomplished," the chief further saving now possible being by the speedy retirement of our war debt, on which the taxpayers are now paying interest at the rate of $820,000,000 a year. Of the "non-partizan" tax-reduction bill reported to the House immediately after Congress convened the President says:

THE MESSAGE IN BRIEF

"The greatest solicitude should be exercised to prevent any encroachment upon the rights of the States or their various political subdivisions."

Governmental expenditures ought to be reduced, but "we have nearly accomplished the deflation" from the war-time levels and hereafter the real improvement "must come, not from additional curtailment of expenses, but by a more intelligent, more ordered spending." The President approves of the House Ways and Means Committee's tax-reduction bill "in principle."

Further limitations of arms is desirable, but just now reduction of armies is more important than reduction of navies and that question is "peculiarly European in its practical aspects." "We can contribute greatly to the advancement of our ideals by joining with other nations in maintaining such a tribunal as the World Court." President Coolidge suggests a reservation to the effect that "we are not to be bound by advisory opinions rendered without our consent."

If it is true that many aliens are entering the country in defiance of our restrictions "it will undoubtedly create the necessity for the registration of all aliens."

A law is needed providing for war-time mobilization of all national resources, both persons and materials.

The report of the Morrow aircraft board of inquiry should be satisfactory to Congress.

The Department of Agriculture should be given facilities for further aiding cooperative farm marketing.

The Muscle Shoals property should be sold. Surplus government shipping should be sold, and the government fleet should be placed under a single executive.

Regional consolidations and more freedom in the formation of marketing associations would enable the coal industry to serve the public better. The Government should be given the power to deal with an emergency and "the report of the last Coal Commission should be brought forward, reconsidered, and acted upon."

It is the duty of all citizens "to observe the spirit" of the Prohibition Law. And it is the duty of the Government to enforce it. But the cooperation of the States is needed.

The development of waterways and water-power should be encouraged. Facilities should be extended for the connection of electric power units into a superpower plant.

Congress should authorize railroad consolidations under the supervision of the Interstate Commerce Commission.

The time has come to consider putting into the classified civil service "all postmasters, collectors of customs, collectors of internal revenue, and Prohibition agents."

The measure now before Congress for reorganizing the government departments should be passed.

"The bill will correct substantially the economic defects injected into the Revenue Act of 1924, as well as many which have remained as war-time legacies.

"I approve of the bill in principle. In so far as income-tax exemptions are concerned, it seems to me the Committee has gone as far as it is safe to go and somewhat further than I should have gone. Any further extension along these lines would, in my opinion, impair the integrity of our income-tax system.

"I am advised that the bill will be through the House by Christmas. For this prompt action the country can thank the good sense of the Ways and Means Committee in framing an economic measure upon economic considerations. If this attitude continues to be reflected through the Congress, the taxpayer will have his relief by the time his March 15 instalment of income-taxes is due. Non-partizan effort means certain, quick action. Determination of a revenue law definitely, promptly and solely as a revenue law is one of the greatest gifts a Legislature can bestow upon its constituents. I commend the example of the Ways and Means Committee.

"All these economic results are being sought not to benefit the rich, but to benefit the people. They are for the purpose of encouraging industry in order that employment may be plentiful. They seek to make business good in order that wages may be good. They encourage prosperity in order that poverty may be banished from the home. They seek to lay the foundation which, through increased production, may give the people a more bountiful supply of the necessaries of life, afford more leisure for the improvement of the mind, the appreciation of the arts of music and literature, sculpture and painting, and the beneficial enjoyment of outdoor sports and recreation, enlarge the resources which minister to charity, and by all these means attempting to strengthen the spiritual life of the nation."

The "tacit admission" that the policy of retrenchment in the ordinary expenditures of Government has about reached its objective is noted by the Macon *Telegraph* (Dem.) and the Norfolk *Virginian-Pilot* (Dem.), as possibly marking a turning-point in the Coolidge Administration. "In the future," predicts the latter paper, "we may expect less and less emphasis on economy and more and more on the policy of non-interference of the Government in business which the President has of late been pushing to the front." "The President's determination to persist in the rapid reduction of the public debt is especially praiseworthy," says the Cincinnati *Times-Star* (Rep.). But the Sacramento *Bee* (Ind.) and Cleveland *Press* (Ind.) contend that the tax-reduction bill the President indorses "is drawn primarily in the interests of large wealth." "We simply can not accept the idea that the way to provide prosperity for all the people is to make a limited number very rich, and then trust to luck and their good-nature to see that some of their riches seep down to the rest," declares the Cleveland paper.

The one surprize connected with the President's message is the enthusiasm with which the press, regardless of party lines, applauds his plea for local self-government. "This issue is fundamental, and all other topics discust are mere matters of detail," says the Portland (Me.) *Evening Express* (Rep.): "To escape the evils of absentee government, the American Colonials fought and won the Revolution. A century and a half later their descendants are found indolently surrendering the local self-government bought at such a cost," declares the Minneapolis *Journal* (Rep.), which goes on to say: "Washington is no more competent to govern Minnesota or California than was London competent, in 1775, to govern Massachusetts or Pennsylvania, yet Minnesota and California, and about forty-six other States, have formed the habit, in the last two or three decades, of looking to Washington to govern them." On this point President Coolidge says:

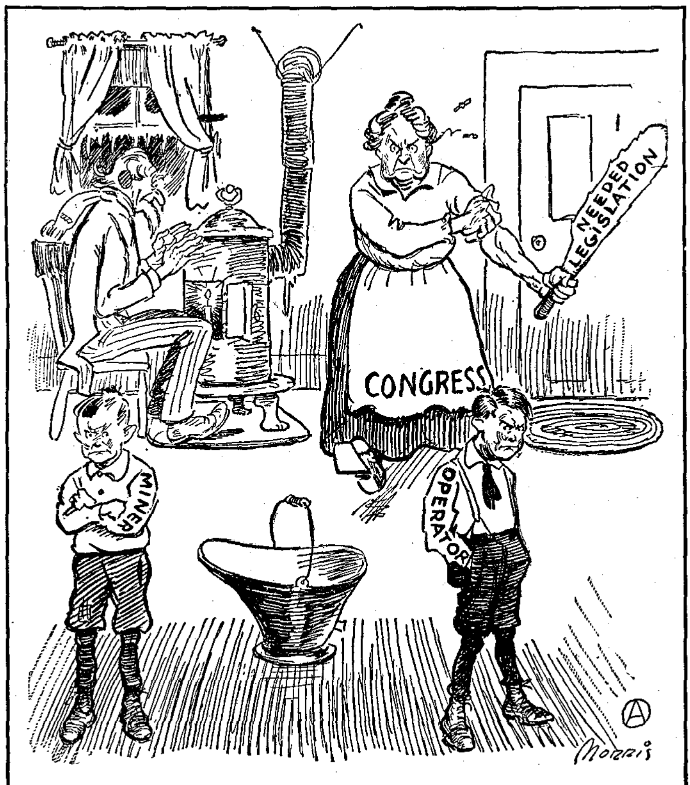
"The functions which the Congress are to discharge are not those of local government but of national government. The greatest solicitude should be exercised to prevent any encroachment upon the rights of the States or their various political subdivisions. Local self-government is one of our most precious possessions. It is the greatest contributing factor to the stability, strength, liberty, and progress of the nation. It ought not to be infringed by assault or undermined by purchase. It ought not to abdicate power through weakness or resign its authority through favor. It does not at all follow that because abuses exist it is the concern of the Federal Government to attempt their reform.

"Society is in much more danger from encumbering the National Government beyond its wisdom to comprehend, or its ability to administer, than from leaving the local communities to bear their own burdens and remedy their own evils. Our local habit and custom is so strong, our variety of race and creed is so great, the Federal authority is so tenuous, that the area within which it can function successfully is very limited. The wiser policy is to leave the localities, so far as we can, possest of their own sources of revenue and charged with their own obligations."

This, approvingly remarks the Boston *Transcript* (Rep.), "is the reverse of a Socialistic Progressivism which would centralize our ills and dump them on the Federal Government." The Columbus *Ohio State Journal* (Rep.) applauds this effort to check "the tendency toward Federal paternalism," and declares that "an alert, self-reliant, individual citizenship is the hope of the nation." His warning "shows his grasp of the principles on which democratic governments must rest," remarks the Rochester *Democrat and Chronicle* (Rep.). We have had ample proof of late of the need of this warning, says the Philadelphia *Inquirer* (Rep.). "The most important part of the message, perhaps, is the brief paragraph dealing with local government and the dangers of paternalism," says the Indianapolis *News* (Ind.). Among other independent papers that applaud this plea are the Washington *Star*, the Wichita *Beacon*, and the Salt Lake *Deseret News*. In the Democratic press, we naturally find wide approval of what the Hartford *Times* calls "a States rights doctrine which would have done credit to a Jeffersonian or Jacksonian Democrat." In fact, says the Louisville *Courier-Journal*, "Mr. Coolidge exhibits greater loyalty to 'Jeffersonian Democracy' than do some of the latter-day members of the party of Jefferson." "This is the most important plea in his message," thinks the Helena (Mont.) *Independent*, which adds:

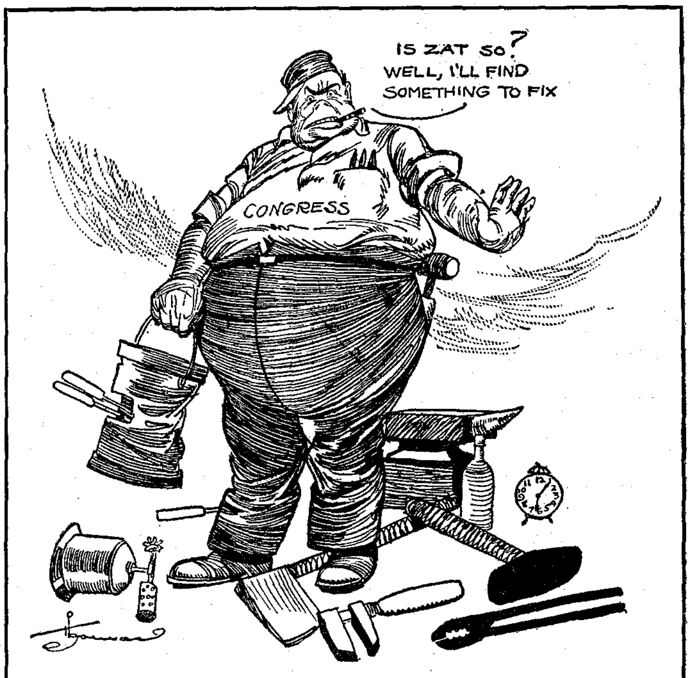
> "A score of questions, magnified beyond all reason of their importance, would settle themselves if the advice of the President is followed by Congress and the States left possest of their own sources of revenue and charged with their own obligations."

The Richmond *Times-Dispatch* (Dem.), which finds it strange to hear such "good, old-fashioned Democratic doctrine coming from the lips of a Republican President, "hopes that it may indicate a new trend away from that centralization in Washington which has robbed the States of most of the prerogatives guaranteed to them under the Constitution." In his plea for local government, Mr. Coolidge "reverses a historic attitude of his own party," says the Atlanta *Journal*. "The time has truly come when the Federal Government must cease its encroachments or break down under its burdens," remarks the Charleston (W. Va.) *Gazette*. Southern and Democratic reaction to this part of the President's message can not but be favorable, comments the Columbia *State*. "But how does he reconcile his plea for local government with his consistent record of denial of regional representation on the various Federal commissions to which he has made appointments?" asks the Birmingham *Age-Herald*.



LET US HOPE THAT MA CONGRESS WILL GET THE COAL-HOD FILLED AND KEEP IT FILLED

—Morris for the George Matthew Adams Service.


IS ZAT SO? WELL, I'LL FIND SOMETHING TO FIX
CONGRESS

AND EVERYTHING HAS BEEN WORKING SO WELL

—Thomas in the Detroit *News*.

The perennial conflict in the coal industry which "is still going on, to the great detriment of the wage-earners, the owners, and especially the public," moves President Coolidge to say:

> "At the present time the National Government has little or no authority to deal with this vital necessity of the life of the country. It has permitted itself to remain so powerless that its only attitude must be humble supplication. Authority should be lodged with the President and the Departments of Commerce and Labor, giving them power to deal with an emergency. They should be able to appoint temporary boards with authority to call for witnesses and documents, conciliate differences, encourage arbitration, and in case of threatened scarcity exercise control over distribution. Making the facts public under these circumstances through a statement from an authoritative source would be of great public benefit. The report of the last coal commission should be brought forward, reconsidered, and acted upon."

"If the President wants authority from Congress for dealing with an emergency in the coal supply, a long-suffering public would like to see him have it," says the Boston *Post* (Dem.). "It is a late hour for locking the barn door, but Congress may at least take thought for the future—now," remarks the Boston *Globe* (Ind.). The authority the President asks in this connection is not sensational, maintains the Louisville *Times* (Dem.). "The Government is now under obligation to safeguard the public interest which the coal industry has signally and habitually failed to consider," agrees the San Diego *Union* (Rep.). On the other hand the Providence *News* (Dem.) complains that the President's message evades the serious implications of the coal strike; and the Charleston *Gazette* (Dem.) thinks that his recommendations almost smack of "Socialistic tendencies."

The question of our air defense is discust by the President without any direct allusion to the Mitchell controversy, altho he states that "no radical change in the organization of the service seems necessary." He suggests that the War, Navy, and Commerce Departments shall each be provided with an additional assistant secretary "to give especial attention to air navigation." The calmly exprest view of the President is interpreted as "a rebuke to Colonel Mitchell and his ill-advised supporters," by the Seattle *Times* (Ind.). To the Cleveland *Plain Dealer* (Dem.), on the other hand, the President's indorsement of the Morrow report "promises nothing but further immediate controversy"; and the Atlanta *Constitution* (Dem.) predicts that his idea of what is best for our aviation service "will be roundly challenged."

The President calls for enforcement of the Prohibition Law. The enforcement situation is discust in another article in this issue of THE DIGEST, as is the farm situation, another topic touched on in the message. In a plea for a universal draft, the President says:

"A sound selective service act giving broad authority for the mobilization in time of peril of all the resources of the country, both persons and materials, is needed to perfect our defensive policy in accordance with our ideals of equality."

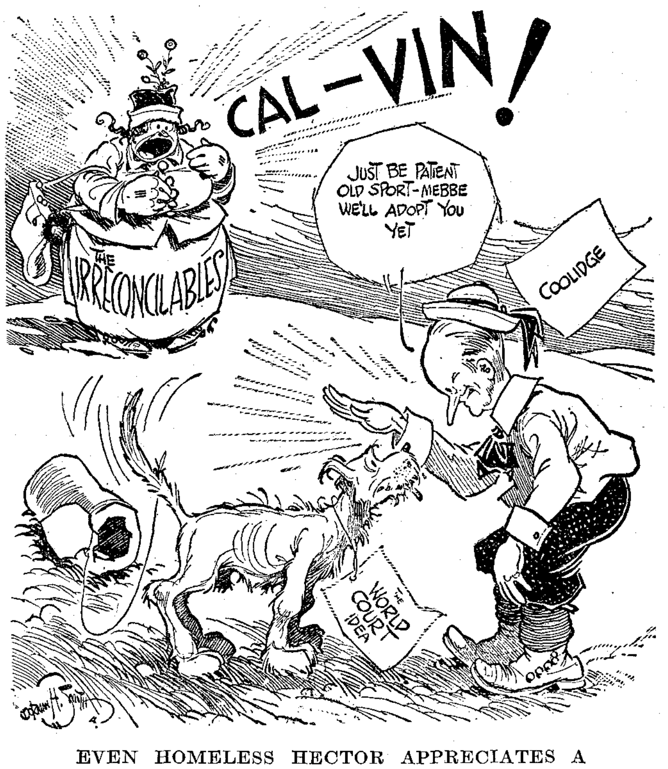
Says the Charleston *Gazette* (Dem.), heartily applauding this suggestion:

"If the Government can take the boys and kill them without compensation, it ought to be able to take the money and spend it without compensation. If now, knowing what we do, we have not sense enough to keep out of war, then we ought to take the consequence all along the line."

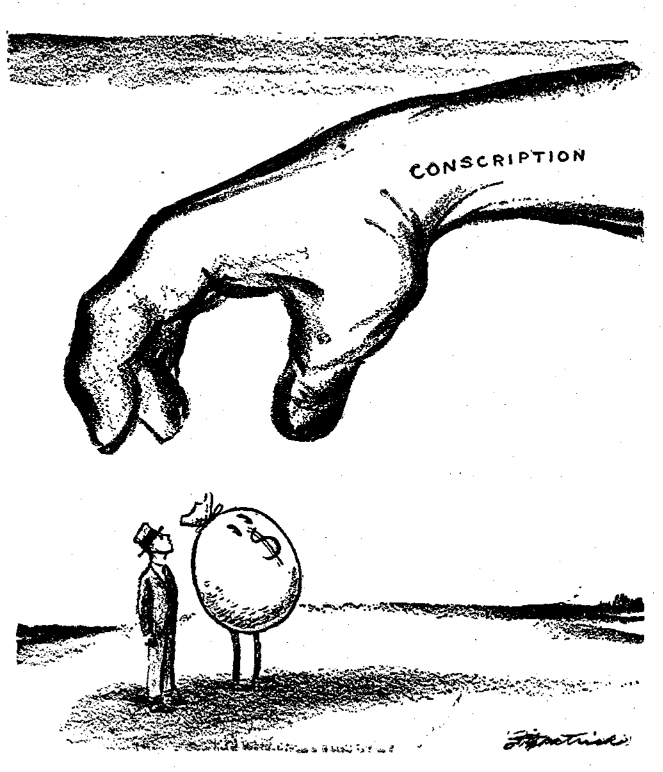
Turning now to matters of foreign policy, we find that President Coolidge devotes a liberal portion of his message to the argument that the United States should "adhere to the protocol establishing the Permanent Court of International Justice," which has been before the United States Senate for nearly three years. He says in part:

"The proposal submitted to the Senate was made dependent upon four conditions, the first of which is that by supporting the Court we do not assume any obligations under the League; second, that we may participate upon an equality with other States in the election of judges; third, that the Congress shall determine what part of the expenses we shall bear; fourth, that the statute creating the Court shall not be amended without our consent; and to these I have proposed an additional condition to the effect that we are not to be bound by advisory opinions rendered without our consent. . . .

"It is difficult to imagine anything that would be more helpful to the world than stability, tranquillity and international justice. . . . Wars do not spring into existence. They arise from small incidents and trifling irritations which can be adjusted by an international court. We can contribute greatly to the advancement of our ideals by joining with other nations in maintaining such a tribunal."



EVEN HOMELESS HECTOR APPRECIATES A WORD OF ENCOURAGEMENT OCCASIONALLY
—Smith in the Jersey City *Journal*.



TO MAKE WAR UNPOPULAR
—Fitzpatrick in the St. Louis *Post-Dispatch*.

Since a poll of the press by the American Foundation recently showed that 80 per cent. of the country's dailies favor the World Court, it is not surprizing to find this part of the President's message attracting a good deal of editorial attention. President Coolidge's advocacy of the World Court is not new, as the Milwaukee *Journal* (Ind.) points out. He recommended it to the Senate two years ago. "The reservations proposed by him make it entirely clear that in entering the Court the United States does not intend to enter or to become involved in the affairs of the League of Nations," remarks the Washington *Star* (Ind.). His insistence on American participation in the Court "is of vital importance to the people of the United States," says the Rochester *Herald* (Ind.). His argument for the Court "is unanswerable," thinks the Cincinnati *Times-Star* (Rep.). "The Western people are with him on that issue," says the Topeka *Capital* (Rep.). "The amount of space which he devotes to the World Court shows clearly that he regards it, after tax-reduction, as the most important issue coming before Congress at this time," observes the Los Angeles *Times* (Rep.). Among other Republican papers that applaud his stand are the New York *Herald Tribune*, Denver *Rocky Mountain News*, Portland *Oregonian*, Boston *Transcript* and Philadelphia *Inquirer*.

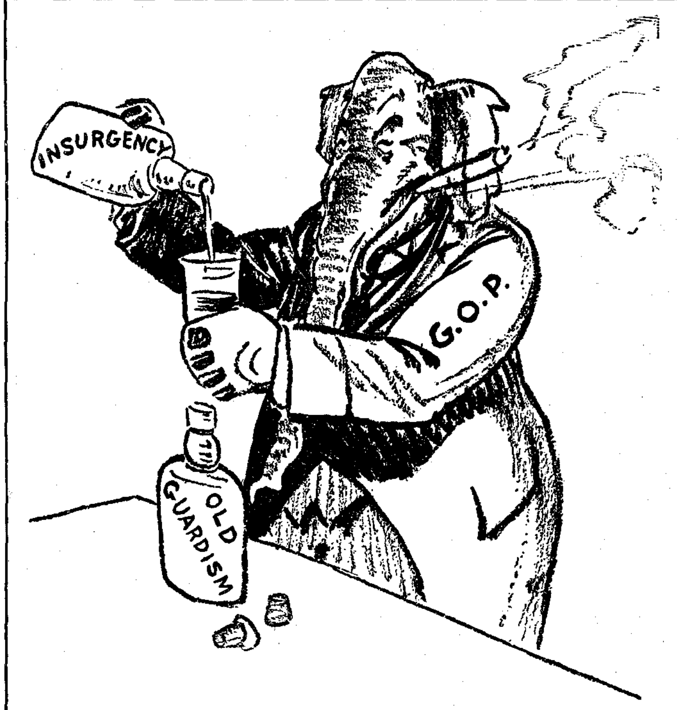
His plea for the Court is good as far as it goes, remarks the Democratic Philadelphia *Record*, but "the United States ought to be in both the Court and the League." The Baltimore *Sun*, the Houston *Chronicle*, the Atlanta *Journal*, and the Memphis *Commercial Appeal* are among the other Democratic papers that welcome his championship of the Court. But the independent Sacramento *Bee* (Ind.), which is fearful of foreign entanglements, warns the President that "the World Court is as inextricably associated with the League of Nations as ever were the Siamese twins united together."

MOLASSES CANDY FOR THE INSURGENTS

THE OLD SAYING that more flies are caught with molasses than with vinegar is brought to mind by the stick of candy, presumably of this material, held out to the La Follette insurgents in both the Senate and the House by Republican "regulars" just before the opening of Congress. Apparently the political sins of the late Senator La Follette, whatever they may have been, are not to be visited upon the son, who is now our youngest Senator. Already he has received what the independent Detroit *Free Press* calls "an offer of probationary membership in the ranks of the faithful." This he has neither accepted nor refused. Two other Senators, Brookhart of Iowa, and Frazier of North Dakota, remain in outer darkness, but Gerald P. Nye, recently appointed United States Senator by Governor Sorlie, of North Dakota, also has been handed an olive branch, altho his predecessor, who held similar political beliefs, was cast out of the Republican fold a year ago, along with the elder La Follette and the other two.

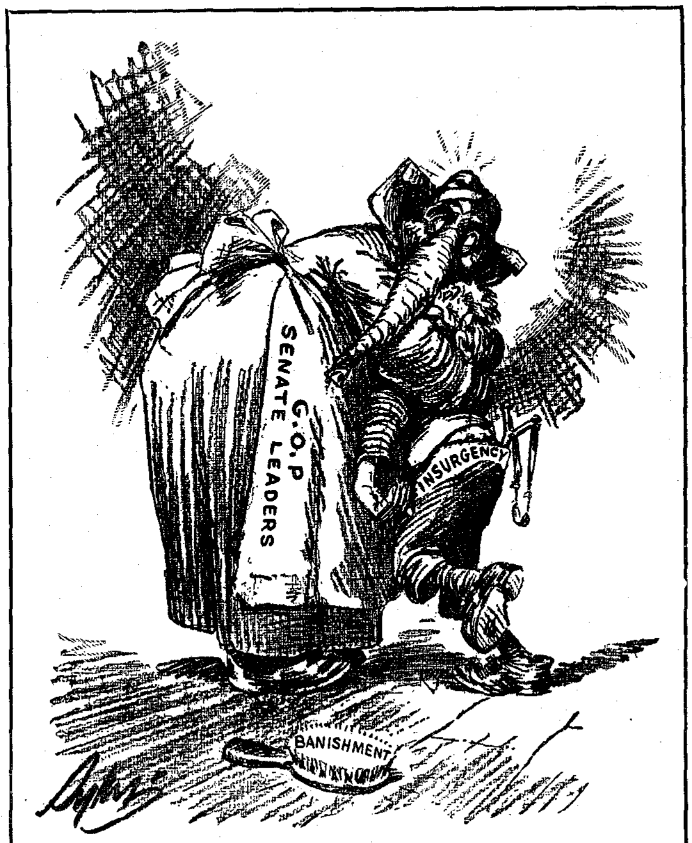
While Republican leaders in the Senate have given the impression that harmony prevails, or soon will prevail, in the upper body, the La Follette followers in the House of Representatives kicked over the traces by refusing to vote for Representative Longworth for Speaker of the House. "This revolt," says Walker S. Buel, Washington correspondent of the Cleveland *Plain Dealer*, "smashed every chance of reconciliation between the Republican leadership and the La Follette insurgents." But, we are reminded by David Lawrence, in a Consolidated Press dispatch, "the Wisconsin, North Dakota, and Minnesota irregulars can do very little to block legislation. The steam-roller rules of the House make it easy for the majority to suppress rebellion." According to the Philadelphia *Public Ledger* (Ind.):

"The Republicans have a narrow or nominal majority in both Houses. The House has 435 members—247 listed as Republicans, 183 as Democrats, two as Socialists, and three as Farmer-Laborites. A House majority is 218 votes. However, more than twenty of the listed Republicans are irregulars. A shift of these with the two minor groups to the Democrats would all but wipe out the Republican majority. Of the ninety-six Senators, fifty-six are listed as Republicans, thirty-nine as Democrats, and one as Farmer-Labor. Eleven of these Republicans are so irregular that the Republican majority is more apparent than real."



DUE FOR A HEADACHE

—Page in the Louisville *Courier-Journal*.



FORGIVE AND FORGET

—Sykes in the Philadelphia *Evening Public Ledger*.

"The question of forgiving the sins of the Senate insurgents thus becomes one of practical politics," explains the Boston *Transcript* (Ind. Rep.). The Congressional elections are less than a year off, points out the Asheville *Times* (Ind. Dem.), "and the Republicans naturally wish to heal, if possible, all wounds caused by family strife so as to present a united front to the Democratic foe." There is a special reason for bringing Senator Brookhart back into the fold, says the independent Newark *News*. Senator Cummins of Iowa, it seems, is up for reelection next year, and if the election contest between Brookhart and his Democratic opponent in the 1924 election is not decided in favor of the Iowa Senator, he will run against Cummins next year. Viewed in a national way, there are twenty-seven Republicans coming up for election in the Senate next year, says Henry Suydam, Washington correspondent of the Brooklyn *Eagle*, "and, with the prospect that the Administration will have a very narrow squeeze, the time has come for Republican leaders to watch their step." Furthermore, points out Maurice Judd in a Washington dispatch to the New York *Sun*:

"If the youthful Senator La Follette and his organization are antagonized it will be difficult, if not impossible, to effect the reelection of Senator Lenroot in Wisconsin next fall. The shrewd members among the Republican leaders are therefore urging the soft pedal on discipline and the loud pedal on reconciliation and peace."

W. W. Jermane, Washington correspondent of the Seattle *Times*, is authority for the statement that Mr. Nye, newly appointed Senator from North Dakota, "will be seated, at least for the purposes of the present session of Congress." Furthermore, says this experienced political observer, "the Brookhart case will be decided in the Senator's favor." We read on:

"Such a temporary arrangement will make Nye a Senator for probably the whole of the coming session.

"Now that Brookhart is to be seated, it is expected that he will support Cummins in the primaries, thus greatly increasing the latter's chances for success.

"Iowa is the center of the corn belt, and many of its farmers

> claim they have been seriously harmed because a record crop has driven prices down. Such discontent as there is may take a political turn unless it can be quieted. Anything that is done to insure the return of Senator Cummins will be good politics from the regular standpoint."

Nye and La Follette, it seems, are to be judged innocent until they are proved guilty of some high crime against the Republican party. According to Senator Watson, Republican, of Indiana, and Chairman of the Senate Committee on Committees:

> "La Follette says he is a Republican. He was elected as a Republican. His case is entirely different from that of his father, who left the Republican party and ran for President on another ticket. As I understand it, the son has never left the Republican party, or at least he says he has not."

"Both Nye and La Follette are entitled to a chance," agrees the Nashville *Banner* (Ind. Dem.), and the Boston *Globe* (Ind.) stresses the value of harmony in the present circumstances. "To ban young La Follette because of his father's general record would be poor politics," agrees the neighboring *Post* (Ind. Dem.). "Forbearance is the better policy from the practical party standpoint," thinks the Columbus *Ohio State Journal* (Rep.), which advises the Republicans to "keep their steam-roller stored away for the winter." As the St. Joseph *News-Press* (Ind.) declares:

> "The Old Guardsters are not blamable for their change of attitude. Politics is politics. The real question before the Senate is that of organization for effective legislation."

Thus we have independent, independent Democratic, and Republican comment in favor of welcoming the insurgent sinners back into the fold.

The great majority of editors, however, whatever their political leanings, are unsparing in their denunciation of the action of the Republican leaders. Even a business daily like the New York *Commercial* declares that "to make peace with the radicals who wormed their way into the Senate under the Republican standard is a sign of weakness." The Manchester *Union* (Ind. Rep.), for example, points out two drawbacks:

> "The first is that proffering of the olive branch gives an opening to the radical bund to treat the overtures with contumely and make capital for themselves thereby at the expense of the regular organization. Secondly, it is as plain as a pikestaff that anti-Republicans are not to be turned into Republicans by merely attaching to them the party label."

The Buffalo *Evening Post*, a Republican newspaper, is for disciplining the insurgents. "No party organization can be successfully maintained without discipline," it declares. "The Republicans should treat the insurgents just as they treated them last winter," asserts the New Haven *Register* (Ind.). Probably the most caustic comment of all, however, comes from the New York *Evening Post* (Ind. Rep.), which says:

> "The decision of Administration leaders to extend the hand of party fellowship to the radicals is a pathetic surrender of party principles to political expediency. It is an about-face from the policy of the Republican National Convention, when the doors were barred against La Folletteism at Cleveland. This house-cleaning was carried further when Senators La Follette, Ladd, Frazier, and Brookhart were put outside the party pale.
>
> "The political color of Senators Nye and La Follette the Younger is exactly the same as that of Senators Brookhart, Frazier, Ladd, and La Follette the Elder a year ago. There is little reason to hope they will be any more dependable, any less dangerous, or any more respectful to party discipline. Why, then, this change of policy? Political expediency, mixed with fear, is the answer. The iron has gone out of the Republican blood.
>
> "Because there is a fear that the control of the House and the organization of the Senate of the Seventieth Congress may be at stake, all the advantages of party solidarity, responsibility and discipline are to be sacrificed.
>
> "In a country where responsible party government is fundamental, there are worse things than losing an election. One of these is the peddling of a sound party policy in exchange for a mess of campaign pottage."

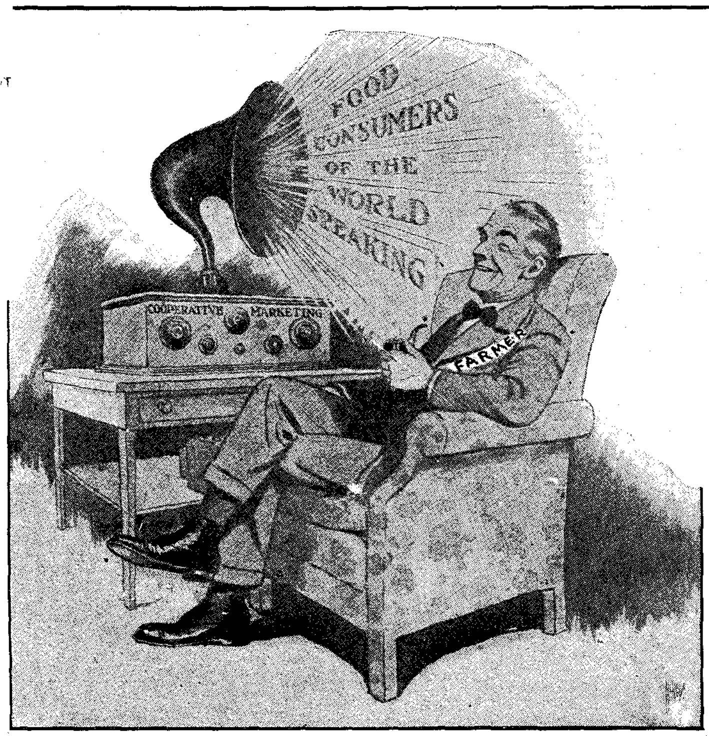
THE COOLIDGE FARM PROGRAM

EGGS FROM UTAH, milk from Illinois, maple sirup fro Vermont, cheese from Wisconsin, fruit from Florida, nuts from California and cigars from Kentucky, all cooperatively produced, were appropriately included in the luncheon given President Coolidge in Chicago directly after his speech recommending cooperative marketing as the most dependable remedy for farm ills. And the emphasis on cooperation seems to be as palatable to the press of the great agricultural Mid-West as was the "cooperative" food to the Presidential party. The chief motive in making the address, say the Washington correspondents, was to assure the farmers that the Republican party is devoted to their interests. So it is not surprizing to find Republican papers whole-hearted in their approval of the entire Coolidge message, and some Democratic papers inclined to be critical, especially of the President's assertion that the Republican tariff policy is just the thing for the farmers.

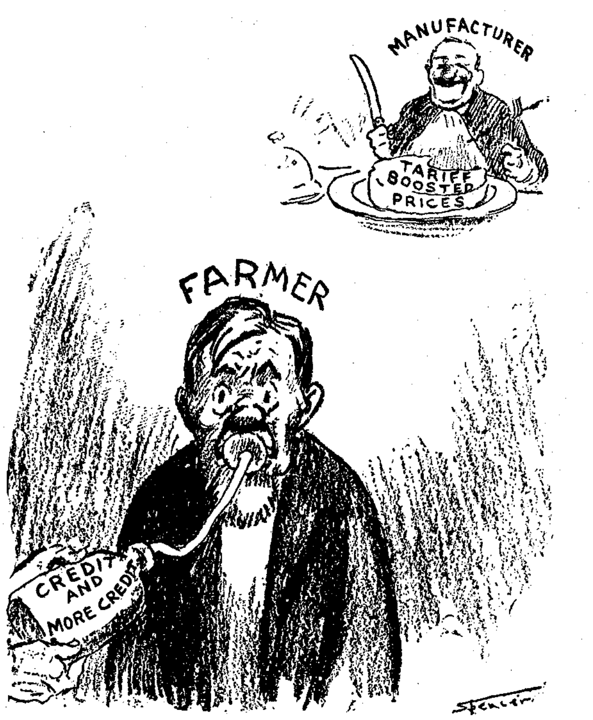
While President Coolidge is confident that agricultural conditions are improving, and are bound to improve still further, he admits the need for improvement, but objects to most of the remedies that have been put forward. For instance, the idea, which is the basis of the McNary-Haugen bill, of having corporations organized "through which the Government would directly or indirectly fix prices or engage in buying and selling farm produce," seems dangerous to the President, who told the farmers at Chicago that government price-fixing would put all the cooperative associations out of business, and that in the end the price-fixing power would be dominated not by the farmer but rather against his interest by "the overwhelming interest of t consumer." The idea that the tariff ought to be reduced in th farmers' behalf similarly meets with the Chief Executive's disfavor. He points out that the free list in the existing tariff "was constructed especially to favor the farmer." And then, of the $1,530,000,000 of goods paying import duties, $780,000,000 were agricultural products, so that "80 per cent. of our imports either come in free or pay a duty to protect the farmer." Furthermore, the duties on certain expensive imported luxuries can not affect the farmer and this "brings the total of imports up to 88 per cent. which are either free, or luxuries, or protected to help the farmer, and leaves only 12 per cent. of our imports upon which the agricultural industry pays any part of the tariff." The President then presents figures showing that less than 10 per cent. of farm purchases have been made more expensive for the farmer by the tariff, and even assuming that the purchase price is increased by the full amount of the duty, this means that the tariff is only making a difference of between 2 and 3 per cent. in the farmers' expenses. And on the other side, the tariff is said to help agriculture by keeping out competitive products and aiding diversification as well as by building up the farmers' home market in keeping industry prosperous.

On the affirmative side the President sees benefit in the new governmental farm-loan machinery, while "for a more orderly marketing calculated to secure a better range of prices the cooperative movement promises the greatest success." It seems that already cooperatives "are handling $2,500,000,000 of farm products, or nearly one-fifth of the annual production." The President pledges his support for the bill providing for governmental advice and assistance for the cooperatives.

In the region where, to quote the President's words, "the cultivation of the land holds its most dominant position," a poll of leading papers by wire shows that his speech wins much newspaper approval. His stand against price-fixing and paternalism pleases *The Evening Post* (Rep.) and *Journal of Commerce* in Chicago, while *The Tribune* (Rep.) of the same city wires us that "the farmers of the corn belt, who are the greatest sufferers at present from low prices, will be disposed to give the President's proposals a fair trial." Similarly the Burlington


FOOD CONSUMERS OF THE WORLD SPEAKING
COOPERATIVE MARKETING
FARMER

PROPHETS OF GLOOM SWORE IT COULDN'T BE DONE
—Marcus in *The Country Gentleman* (Philadelphia).



HELPING THE FARMER; OR PAP AND SOLID FOOD
—Spencer in the Omaha *World-Herald*.

PROGRESS AND POVERTY ON THE FARM—OPPOSITE VIEWS

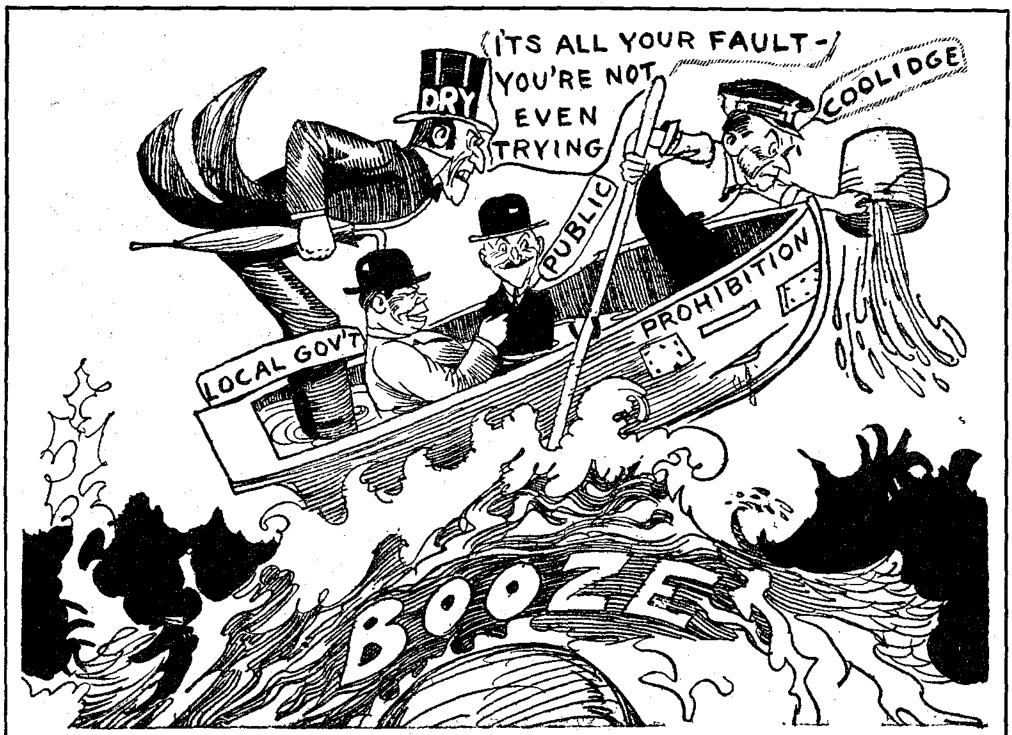
awk-Eye (Rep.) thinks the speech "will probably take better ith the individual Mid-West farmer than it will with the oliticians." "The common sense and wisdom" of the Coolidge rogram make a strong appeal to the Fargo *Forum* (Ind.) in orth Dakota and the St. Louis *Globe-Democrat* (Ind.) in Missouri. In South Dakota the Yankton *Press and Dakotan* (Rep.) concludes that Mr. Coolidge "has pointed the proper antidote for the passing ills with which agriculture is now afflicted." *The Farmers' and Drovers' Telegram* of Kansas City concludes from the President's speech that the efforts of the Administration will now be directed toward encouraging the farmers to avail themselves of "the most comprehensive agricultural legislative program ever builded in any nation." To both the Oklahoma City *Daily Oklahoman* (Dem.) and the Des Moines *Capital* (Rep.) it seems that aside from his opposition to all forms of price-fixing by the Government, President Coolidge's pledge of support to the farmer is complete. "What more can the Government properly do" than what the President recommends? asks the Dubuque *Times-Journal* (Rep.). The President's courage in traveling more than a thousand miles to tell a great body of farmers "that in his opinion they were asking for something which would hurt them instead of benefiting them," appeals to *The Iowa Homestead* (Des Moines), a farm weekly formerly prominent in the support of Senators La Follette and Brookhart.

Republican journals in the Middle West support the President in his declarations on the tariff. For instance, the Indianapolis *Star* says "there is no chance for agriculture to become decadent in this country, provided it is protected against competition from abroad." The Wichita *Beacon* in Kansas telegraphs that President Coolidge "has conclusively answered the free-trade advocates who claim that the farmer is being industriously and persistently robbed by tariff-protected barons of manufacture and trade." For the Minneapolis *Journal* the speech "pretty well sets at rest any fear that the Administration will tinker with the flexible tariff to lessen the protection afforded agriculture."

But it is this very assurance that the Administration will not tinker with the tariff which stirs up Democratic and some independent resentment. The Milwaukee *Journal* (Ind.) is glad to find the President actually discussing the subject, for "the more people discuss it the more apparent it will be that the country can not be whole, with some classes taken care of by government favors and the farmer left to seek his own salvation." The Chicago *Journal* (Dem.) indignantly declares that the President's principal mission in Chicago "was the defense of the bandit tariff which every primer economist knows is a curse to American agriculture." The Indianapolis *News* (Ind.) doubts whether Mr. Coolidge "did much to shake the Federation's view that the present tariff is to a large extent a subsidy of industry" at the expense of agriculture. The President's Chicago speech seems to the Omaha *World-Herald* (Ind. Dem.) the same "sort of bunk the Republican party has been handing the farmers for generations." If it is a good thing for the farmer to have practically everything he uses come in duty free, why, asks the St. Louis *Star* (Ind.), is it not good for other toilers? The Springfield *Illinois State Register* (Dem.) finds the President sadly inconsistent in denouncing price-fixing and praising the protective tariff, for "if the President and the Government can conscientiously stand behind the tariff law that enables manufacturers to fix prices for farmers, there is no reason why they should not stand behind a law that enables the farmer to fix the prices of his own product." Practically the same argument is made by the Des Moines *Register* (Ind.). The Sioux Falls *Press* (Ind.) in South Dakota insists that one or both of these steps must be taken: "Reduce the tariffs on produce which Mid-Westerners must buy, or give a subsidy in the form of a government export company to handle the surplus agricultural products." The Sioux City *Tribune* (Ind.) in Iowa agrees with the last-named paper that cooperation can not accomplish much good for many years to come, and that what the West needs, wants, and is entitled to at present, is "artificial price stimulation for agriculture" which "is just as reasonable as artificial price stimulation for manufacturing." The Republican Omaha *Bee* is convinced that any effective cooperative agency must handle all the crop and include all the farmers, and the only way to do this is "through machinery that the Government will set up; if that is price-fixing, then those who oppose such a plan are at liberty to make the most of it."

DRY APPEALS TO THE PRESIDENT AND THE POPE

BILL NUMBER ONE on the Senate list for the session is Senator Edge's proposal to legalize beer and light wines. And so Prohibition takes its place again as a leading legislative issue, the flood of wet and dry bills being preceded by a veritable tumult of accusations, lamentations, appeals, refutations and insinuations that fill the Washington air just as Congress meets. A veteran Prohibitionist—Mr. Clinton Howard—admits that Prohibition is not prohibiting, hints that the President is not trying very hard to enforce the Volstead Law, and appeals to the Pope to line up American Catholics on the dry side; less radical Prohibitionists hasten to disavow such sentiments; wet editors and politicians chuckle over the split they see in the pro-Volstead ranks; Secretary Mellon mildly protests that Mr. Coolidge is doing the best he can; the enforcement officials come forward at the strategic moment with the biggest of all raids on the bootleggers; and in his budget message, the President asks $21,940,529 for dry enforcement, promising to employ "every available resource of the Government" to this end. To quote a wet view, the anti-Prohibitionist St. Louis *Post-Dispatch* is convinced by it all "that having forced an un-American and not enforceable sumptuary law on the American people, the Prohibitionists are plunged in a morass of hysterical desperation." Glancing at the matter from a different angle, the Memphis *Commercial Appeal* fears that "the controversy now raging will give great comfort to the illegal traffickers in liquor and materially weaken the forces contending against them." As the Springfield *Republican's* Washington correspondent explains:



WONDER WHAT THE CAPTAIN THINKS OF THE CREW

—Thomas in the Detroit *News*.

> "The Anti-Saloon League, which has always been regarded by the wets as the most rabid collection of reformers, now turns out to be conservative in comparison with the dry radicals. The radicals are suspicious of the reorganization of the Federal Prohibition unit. What they really want is that the enforcement work be placed in the hands of men who profess a belief in the law as well as in enforcement of the law. The difference between them and the leadership of the League is that the League does not ask an official to believe in the merits of Prohibition and does not care particularly about his personal opinion as long as he makes an honest attempt to enforce the law.
>
> "There is, accordingly, a really serious struggle for leadership now going on between the conservative and radical drys, with many efforts being made to bridge the breach before it widens beyond the skill of the conciliators. The wets, of course, are hopeful that the dry ranks are breaking."

Clinton N. Howard of Rochester, New York, is a veteran Prohibitionist who is chairman of what is known as the United Committee for Prohibition Enforcement, made up of the representatives of twenty-six dry organizations, including the Association of Catholics Favoring Prohibition, the Methodist Episcopal Board of Temperance, Prohibition and Public Morals, the Presbyterian Department of Moral Welfare, the Baptist Social Service Committee, and the International Order of Good Templars. In the committee's report, which he wrote and made public on December 2, Mr. Howard said that "the President has done some fine moralizing on the general enforcement of law, but he has never yet definitely and unreservedly committed his Administration to the enforcement of the Eighteenth Amendment as provided by his oath to support and defend the Constitution." The report continues, as quoted in the Washington dispatches:

> "The American people will not long tolerate the present spurious brand of Prohibition, even upon our recommendation that it is better than what was or will be in the event of some change.
>
> "The bald fact is that locally, nationally and internationally, as applied to importation, the Eighteenth Amendment to the Constitution is not now in effective operation, and that despite the Constitution and the Volstead Law and the claims of those who find comfort in comparisons in moral conditions, in matter of crime and drunkenness and in arrests, recognized as drink offenses, population considered, there is little improvement between the old license system and the present nullification. The country is being debauched with a flood of poisonous liquor, smuggled in over the border, flooded in over the water, manufactured by hold-over brewers under Federal permit and by countless barn, cellar, garret and home-brew stills, bootlegger and barkeep, approximating those who formerly were engaged in the licensed trade.
>
> "What's the matter with Prohibition? It is crucified between two political thieves.
>
> "To say that this is the best that the Federal Government can do, is simply to confess that Prohibition is a failure in the United States after five years of trial.
>
> "The Prohibition law has been enforced half-hearted, at best, and with definite intention that it should be broken, at worst. The law has not been enforced beyond that point where, in the opinion of the enforcers, it would hurt the party in power by enforcing it. They are giving us just enough of Prohibition to irritate the vital organs of the body politic and not enough to act as a purgative to expel the poison from the national system."

These statements were promptly disavowed by a number of Prohibitionist leaders, including the officials of the Methodist Board of Temperance, and by Anti-Saloon League officials, who express their confidence in President Coolidge. A statement was given out by Secretary Mellon affirming the sincerity of the enforcement organization under his control, and reading in part, as quoted in the Washington *News:*

> "Efforts have been made all over the country to enforce Prohibition. We have tried to enforce the law to the fullest extent of our capacity and ability. General Andrews has reorganized the entire Prohibition service, and he has found the very best men to carry out the law."

Two days after the publication of the report on Prohibition enforcement Mr. Howard sent a letter to the Pope, in which, after calling attention to the National Prohibition policy, he said:

> "As a friend of Catholics, as well as spokesman of many patriotic citizens, I am filled with deep regret in bringing to the attention of your Holiness the fact that the seeming indifference, if not opposition, on the part of many Catholics to the enforcement of our Prohibition law has created a great deal of opposition to the Catholic Church, and did much to call into existence the Ku Klux Klan.
>
> "The great body of American citizens have always respected the Catholic Church as the unflinching advocate of every home virtue as well as public duty; and one word from your Holiness, reiterating what was always felt was the Catholic position of respect for civil authority in accordance with the Holy Scriptures, that all authority is of God, would be a large contribution to the moral welfare and progress of our Republic."

This brought a reply from the Rev. John J. Burke, Secretary of the National Catholic Welfare Council, to the effect that:

> "Mr. Clinton N. Howard's letter of December 4 addrest to his Holiness, Pope Pius XI, is like the action of the Pharisees attempting by their questions to ensnare Christ in His speech. What belongs to America, the holy father will leave to America. To the bishops of the country he has entrusted the welfare of the Church in this country. . . . The impudence of demanding that the holy father personally interfere in the domestic political affairs of our country will be patent to every one. Prohibition is a political question; was born of politics, and to-day is the most critical political question in America."

The appeal to Pope Pius is similarly condemned by the St. Paul *Pioneer Press* as either "incredibly foolish" or "an absurd attempt to arouse religious prejudice in behalf of the Volstead Law"; and by the Springfield (Mass.) *Union* as politically stupid. Of course, says the Indianapolis *News*, "the question is a purely domestic one in connection with which there can be no appeal to Rome or any other foreign authority." Mr. Howard, remarks the Hartford *Times*, "seems to have forgotten that the most frequent charge against the Catholic Church from Ku Klux Klan sources is that Catholics submit to 'foreign dictation.'"

There would seem to be more difference of opinion over the Howard criticism of the President. Says the St. Louis *Star:*

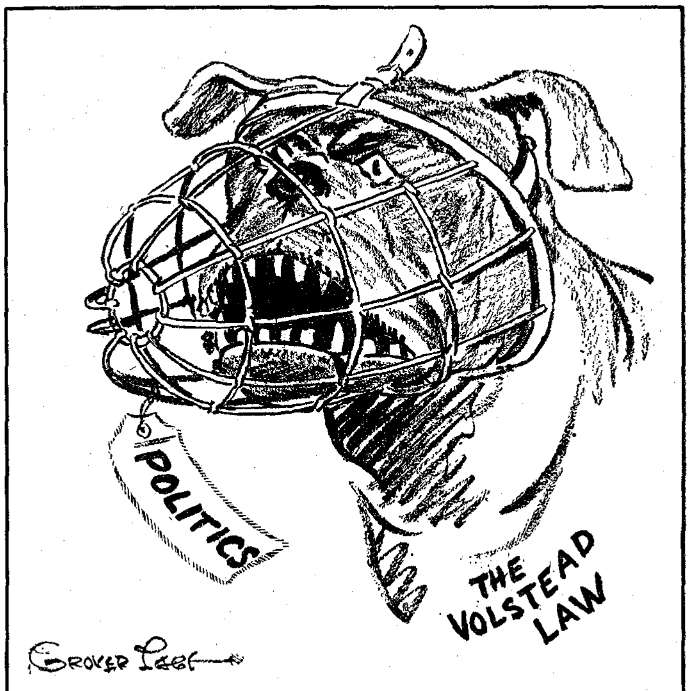
> "It is as proper to hold the President responsible for failure to enforce laws as it would be to give him credit if they had been enforced. Does any one think that the President's friends would refuse credit if the law had been enforced, and the public was acclaiming him for it?
>
> "The President, in the last analysis, is responsible alike for the good and bad accomplishments of his Administration. It may be 'good politics' to evade responsibility where the issue is unpopular, but it will not increase an administrator's reputation for strength and directness. It tends to establish a cunning in being able to sidestep an issue. While most people probably will not take the United Committee seriously, they think it is strange that Secretary Mellon would do so for the President. Recognition of the charges that the President has evaded enforcement only emphasizes the fact that they must strike close home."

But it is considerably easier to find editorial defense of the President. The Springfield *Union* thinks it absurd for the Prohibitionists to "attach all the blame for non-enforcement to the one man who has done more than anybody else to give a semblance of validity to an unenforceable law." Frank R. Kent, political correspondent of the Baltimore *Sun*, considers the assault on the President simply one more case of bad judgment on the part of Prohibition leaders. For—

> "More than any other President, since the law passed, Mr. Coolidge has tried to enforce the law. The whole atmosphere of the Administration is dryer, and no better evidence of the sincerity of his desire to enforce the law could be given than his appointment of General Andrews."

If any answer were needed to the Howard attack it is found, observe the Washington *Post* and New Haven *Journal-Courier*, in the fact that at the very time Mr. Howard was sending his letter to the White House, the enforcement authorities were rounding up in New York the ringleaders of one of the greatest of all bootlegging syndicates.

President Coolidge's own attitude toward enforcement has been recently restated in the shape of an indirect White House announcement printed in a New York *Times* dispatch from Washington in part as follows:



OH, YES, HE HAS TEETH

"There are teeth in the Volstead Law."—Andrew J. Volstead.

—Page in the Louisville *Courier-Journal.*

> "President Coolidge believes Federal agents everywhere should prosecute Prohibition law violations involving the possession of liquor for personal use with the same vigor that they do organized bootleggers.
>
> "President Coolidge believes that Prohibition enforcement should be emphasized at the sources of supply, but at the same time he has made it plain that it is the business of the Federal Government to prosecute liquor cases of whatever source wherever they may arise."

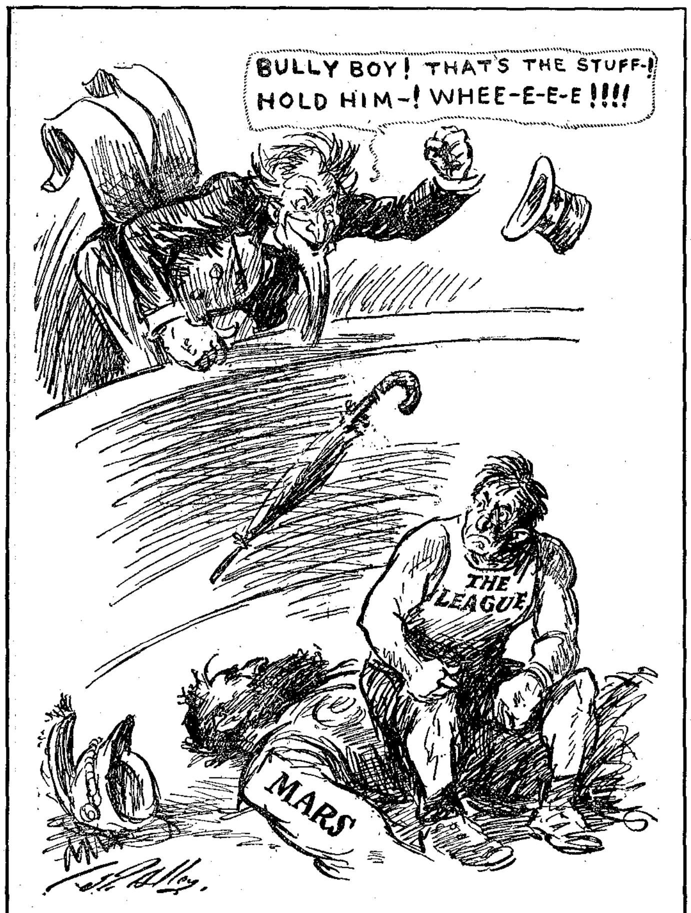
Several editors even suggest that it isn't the Federal Government but rather the dry forces themselves that are to blame for the situation they deplore. "The Anti-Saloon League's legislative habit of indorsing men who will vote dry while their private activities are all on the other side of the question may be cited as a concrete example of why Prohibition enforcement is what it is," we read in the Chicago *Evening Post.* And *The Journal of Commerce* of the same city points out that:

> "When the Volstead Law was passed, the Prohibition leaders won Senatorial votes by keeping a civil service provision out of it. The result has been that Senators have been able to dictate most of the important appointments."

The Prohibitionists are reminded by the Norfolk *Virginian-Pilot* that "there is such a thing under heaven as a law that can not be effectively enforced." The Louisville *Herald-Post* in the South and the Manchester *Union* in New England agree that what Prohibition leaders ought to do is to try to create a public opinion which will destroy the market for illicit liquor and drive out bootlegging by making it unprofitable.

THE LEAGUE SHOWS ITS TEETH

"INTERNATIONAL DISORDERLY CONDUCT," to quote an Eastern editor, is the verdict of the League of Nations special inquiry commission against Greece as a result of the recent Greco-Bulgarian border "war." But this is not all; Greece must pay a fine of $146,000 for material losses and damages suffered by Bulgarian civilians, and an additional indemnity of $73,000 to the Bulgarian Government. Here, several papers remind us, we have first the prompt action of the League in stopping a border affray which might eventually have cost thousands of lives; the dispatch of a commission to fix the responsibility and devise means to prevent similar outbreaks in future, and—most amazing of all—the acceptance by both Greece and Bulgaria of the League's decision. As a result, says Edwin L. James, Paris correspondent of the New York *Times*, "the prestige of the League now stands at the highest mark in its existence," and the Boston *Herald* agrees that the Geneva body "gains in prestige through its prompt action in stamping out a little Balkan fire and ordering the incendiary to pay reparations." "But it also proposes measures to make future collisions remote," notes the New York *World*. As these are described by Mr. James in one of his dispatches:


BULLY BOY! THAT'S THE STUFF-! HOLD HIM-! WHEE-E-E-E !!!!
THE LEAGUE
MARS
J.P. Alley

APPLAUSE FROM THE SIDE LINES

—Alley in the Memphis *Commercial Appeal*.

> "After considering the political circumstances in the conflict, the commission expresses the view that the two countries must get rid of two causes of discontent. First, the carrying out of the convention concerning a voluntary exchange of the Greco-Bulgarian populations should be hastened. Second, the Greek Government should compensate Bulgars of Greek origin whose property has been disposed of to refugees from Asia Minor, because, altho these people have the right under the minorities treaties to return to Greece, Greece is no longer able to receive them."

There is good reason for Europe to rejoice in the League's findings, agrees the Boston *Globe*. But—

> "The real lesson from this quarrel will be lost if the matter is allowed to rest here. It has not been settled. The causes have not been removed. Until they are, the Balkans are faced by innumerable threats of uproar. The way to remove them is to summon a conference of all parties and proceed along the lines laid down at Locarno."

In other editorials, however, we find League enthusiasm conspicuous by its absence. "France is engaged in two wars—one in Syria and the other in Morocco—either of which is ten times as important as the Balkan incident," points out the Philadelphia *Public Ledger*. "England, involved in a dispute with Turkey over Mosul, allows it to be distinctly understood that war will follow a decision against her." If these problems had been placed in the League's hands for solution, this paper remarks, the words of the French and British foreign ministers as to the League's prestige would have more weight.

"Has the League's action in the Balkan case furnished a real test of its power?" asks the Minneapolis *Journal*, and it goes on:

> "We think not. The League, in this instance, was fairly certain of the sincere backing of all its powerful members.
>
> "The real test of the League of Nations, and of the Locarno pacts, too, will come when a dispute arises between two really great Powers."

BARBS ON THE IRISH LINE FENCE

SO MUCH HOT INK, and so many millions of hot words have been spilled on the subject of changing the boundary between Ulster and the Irish Free State, remarks John W. Owens, London correspondent of the Baltimore *Sun*, that specialists in calamity and gloom may well be excused for shaking their heads at the news of the settlement of this long-standing dispute. In fact, two Irish-American papers friendly to the Free State—*The Gaelic American* and *The Irish World*, both of New York—agree, in the words of the former, that "to call this patchwork agreement a settlement would be absurd. The negotiations in London among the heads of the Ulster, Free State, and British Governments have merely postponed the dispute." In this paper's opinion, "the only settlement of the boundary will be its abolition," for "it was created by Lloyd George for the sinister purpose of dividing Ireland on religious lines and perpetuating religious animosity." Eamonn de Valera, leader of the Irish Republicans, recently denounced the partition as the greatest outrage ever committed by England on the Irish people. Lincoln, he said, faced four years of war to prevent the secession of the Southern States, "which was much more justified than the secession of part of Ireland."

On December 3, Prime Minister Baldwin of Great Britain, William Cosgrave, President of the Irish Free State, and Sir James Craig, Prime Minister of Northern Ireland (Ulster), reached an accord, the three chief points of which are: (1) The agreement between Ulster and the Irish Free State to permit the present boundary to stand; (2) Great Britain's abandonment of her claims on the Irish Free State regarding war expenditures; (3) the Irish Free State's acceptance of responsibility for compensation for the victims of fighting in Southern Ireland in recent years. The Council of Ireland, provided by the Treaty and intended to settle matters of common interest to North and South, is eliminated, and the Free State and Ulster are to be unhampered in the handling of their own affairs. At least, that is the conclusion reached by the majority of American newspapers. According to *The Irish World*, however:

> "Cosgrave and two of his fellow traitors to the Irish Republic—O'Higgins and Blythe—have yielded to Baldwin, Churchill, Craig and Birkenhead.
>
> "In return for their heinous act of treason, they have not secured for Ireland the proverbial mess of pottage. Nay, more, they have agreed that the taxpayers of the Free State, who already are staggering under a heavy load of overtaxation, shall have an additional financial burden imposed upon them.

"The victims of the Black-and-Tans are called upon to pay for the ravages wrought by these fiends in human shape! The latter applied the torch to the city of Cork, to Balbriggan and to other Irish communities; they raided Irish homes and murdered defenseless Irish men and Irish women; they went up and down Southern Ireland leaving behind them a broad swath of ruins. Cosgrave, Blythe, and O'Higgins have now agreed that the British Government shall not have to pay any compensation for the fiendish acts of the Black-and-Tans. The Irish communities in which these acts were perpetrated are to be subjected to extra taxation to reimburse the victims of England's savage soldiery!

"Cosgrave and the two members of the Free State Cabinet, who have agreed that their countrymen shall pay for having their property destroyed by foreign invaders, . . . were guilty of naked treason when they agreed to the terms laid down by their London masters."

While American editors are naturally more restrained in their criticism of the boundary settlement, the Louisville *Courier-Journal* nevertheless interprets the action of the three government heads in leaving the boundary as it stands to mean that "the question can not be settled. The result is that it is dropt. They have solved nothing, but have dodged the issue." "Judicious observers of Irish politics, as a result of the London negotiations, will hold their optimism under restraint," believes the Brooklyn *Eagle.*

In the opinion of the Providence *Journal*, on the other hand, "the London agreement among Baldwin, Craig, and Cosgrave destroyed the excuses for keeping the controversial fires burning in Ireland." The agreement, thinks the Baltimore *Evening Sun*, "is the most sensible settlement possible." "Mr. Baldwin," the Philadelphia *Inquirer* and New York *Herald Tribune* agree, deserves the greatest praise for bringing the Prime Minister of Ulster and the President of the Free State to a conciliatory frame of mind. In London, says an Associated Press dispatch, this is considered the best augury for the future prosperity for the whole of Ireland. Opposition to the terms of the agreement is noted in both London and Dublin, we are told, but the accord was ratified by the British and Ulster Governments on December 9, and it is expected that the Dublin Government will eventually sanction the compact.

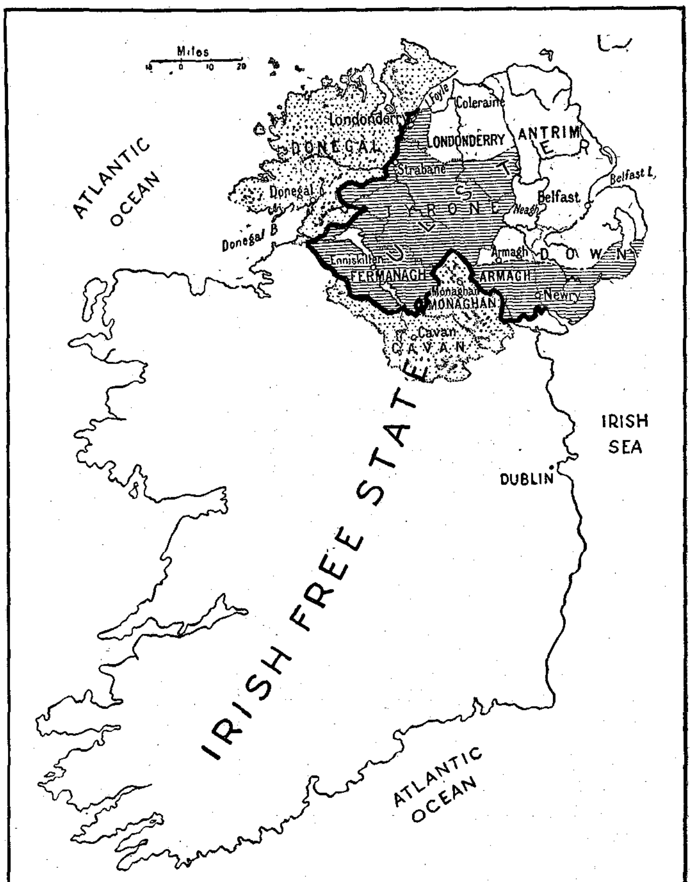
President Cosgrave's adhesion, declares the New York *Times*, "has been won by Great Britain's surrender of her claim upon the Free State for a share of the interest on the national debt and of war pensions, estimated in London to be $100,000,000 annually, and in Dublin to be $25,000,000 a year. If arbitration were to split the difference, it would still mean more than $50,000,000 a year, or nearly one-half the amount which the Free State now raises by taxation." While the Free State has passed this burden to the British taxpayer, it has assumed "a heritage from the days of turmoil"—the liability for the compensation of property destroyed since January, 1919, when the Irish troubles became serious. Last year, says *The Times*, the Free State devoted more than $35,000,000 to that purpose. Apart from certain economic considerations, however, remarks the Providence *News:*

"One good point is that the document apparently leaves the boundary now entirely in the hands of Irishmen. If the Free State and Ulster want to readjust it, they can do so by coming together and making mutual concessions. We can not but think that, as the years go by, there will be an increasing realization on the part of both northerners and southerners that the only course which will allow Ireland to realize the benefit of all her resources, spiritual and material, is to restore the natural political unity of a country which should never have been cut in two by statute. As the North and South come more to realize their mutual interests, they will forget ancient antagonisms.

"The less the British Government has to do with settling the dispute between the six counties of the northeast and the rest of Ireland the better. It may take a long time for the sections to coalesce politically, but it is by all odds most desirable that Irishmen should work out the solution among themselves."

This, it may be added, is the attitude of the Cleveland *Plain Dealer* and Washington *Post.* To *The Post:*

"Perhaps the best feature of the whole arrangement is that which does away with the council of Ireland, in which the British Government participates, and provides instead that Ulster and the Free State shall meet together whenever necessary for consideration of matters of common interest. Such meetings can scarcely fail to engender better feelings and may pave the way to an understanding whereby the partition of Ireland shall vanish, and the whole country, one and indivisible, shall come under the control of a strong central government."



IRISH BOUNDARY AS IT REMAINS UNDER NEW ACCORD

The heavy black line shows the boundary of Northern Ireland, which remains unchanged under the recent agreement among the heads of the Ulster, Free State, and British Governments. Tyrone and Fermanagh, two of the six Ulster counties, says the Boston *Herald*, were claimed by the Free State, on the basis of their inhabitants' wishes, but remain a part of Ulster. The three other counties of the original Province—Donegal, Cavan, and Monaghan—remain with the Free State. The six Ulster counties are said to have a population of about 1,000,000 Protestants and 500,000 Catholics, while in the 26 Free State counties to the south there are approximately 3,250,000 Catholics and 250,000 Protestants.

In the 1921 treaty between the Irish Free State and Great Britain, we are reminded by the New York *Evening Post*, six counties of Northern Ireland, or Ulster, were not represented, and the treaty gave these counties the option of entering the Free State or remaining separate. Article XII of the Anglo-Irish Treaty, says *The Evening Post*, provided that if they did not enter the Free State, their future area was to be determined by a commission of three persons. We read on:

"This commission was made up of Justice Feetham of South Africa, appointed by the British Government as Chairman; Dr. Eoin MacNeill, representing the Free State, and Joseph Fisher, appointed by the British Government after the Ulster counties had refused to participate.

"The commission is understood to have reached its decision a few weeks ago, and the publication of its findings was imminent when Dr. MacNeill suddenly resigned. The commission's decision, as published in the press, was considered unfavorable to the Free State, and the prevention of its publication therefore was sought by the Dublin Government."

TOPICS IN BRIEF

(An extension of this department appears weekly on the screen as "Fun from the Press")

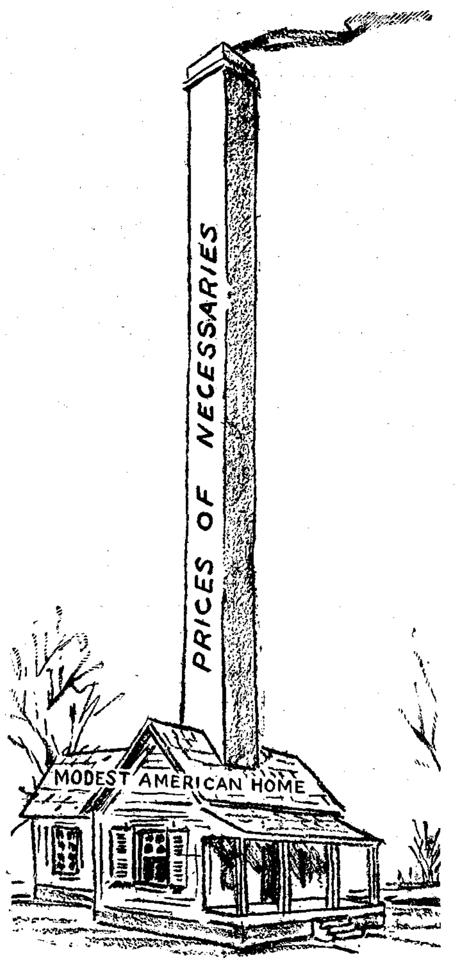
It pays to be honest. It pays even more than it costs.—*Columbia Record.*

That Rhinelander suit ought to be sent to the cleaner.—*Virginian-Pilot.*

We are not very unpopular in Liberia, that country owing us only $26,000.—*Brooklyn Eagle.*

Tax-reduction at this time will be an eye-opener to a lot of people who think there is no Santa Claus.—*Detroit News.*

All Columbus did was to discover America. Look what other people have done to it!—*Winston-Salem Journal.*



HARD ON SANTA

—Page in the Louisville *Courier-Journal.*

About the only thing the farmers aren't raising enough of now is farm hands.—*El Dorado Tribune.*

Supposing in 1917 we had said to Europe, "Sure, we'll come across—in about sixty-two years."—*Detroit News.*

Count Volpi says Mussolini is dictator by unanimous consent. And it is ten years in prison not to consent.—*Punch.*

Living in the past or the future isn't much fun. Try the present. It is both of them combined.—*Columbia Record.*

Disillusionment is what happens when Willie asks Dad to help him with the algebra.—*Publishers Syndicate (Chicago).*

Miami, Florida, has had a flood caused by heavy rains, but no doubt the water was just the right temperature.—*Brooklyn Eagle.*

How fast the land develops. There are more millionaires in jail now than there were at large in 1890.—*Port Arthur News.*

Now that the Chicago grave-diggers have struck, won't the Chicago gunmen please call a truce for a few days?—*Charleston Mail.*

Don't be deceived by the weather prediction, "Partly cloudy." The other part is probably snow, hail, cloudburst and blizzard.—*Detroit News.*

One of the ironies of life is the appointment of Parker, Hughes and Davis, defeated candidates for the Presidency, on a committee to arouse popular interest in voting at all elections.—*Chicago Journal of Commerce.*

Germany is going into the League of Nations. Our own country, however, is still terrified at the thought of what our former allies might do to us.—*Dallas News.*

Minister calls Americans the most conceited people in the world. We thought so, too, until we talked with the natives of a few other countries.—*Philadelphia Inquirer.*

Scientist says that it is impossible for the human hair to turn gray overnight. Maybe so. But just wait until gray becomes a popular color for human hair!—*Arkansas Gazette.*

When Shakespeare is completely modernized, it is assumed the Apothecary in "Romeo and Juliet" will carry the customary full line of stamps, magazines and boiled dinners.—*Detroit News.*

The Prussian Ministry has offered the former Kaiser seven million dollars, about 180,000 acres of land and three palaces for his claims against the State. The offer should be accompanied by a bill for a billion dollars damages to the State.—*Minneapolis Journal.*

Why not tax coal strikes?—*The Thos. E. Pickerill Service.*

Conservatism is a state of mind resulting from a good job.—*Richmond News-Leader.*

People talk of nuisance taxes as tho there were some other kind.—*Florence (Ala.) Herald.*

"Men who get things done, shave daily."—*Ad.* This seems to dispose of Mr. Hughes, Poincaré, King George and Santa Claus.—*Detroit News.*

The trouble with Texas seems to be not that she is governed by a woman, but that she isn't.—*Boston Transcript.*

If only the days were longer, Hoover might handle several other Departments.—*Roanoke World News.*

Ah, well; when the go-getters all go to Florida, the rest of us will have a better chance at home.—*Tucson Citizen.*

In fairness it ought to be generally conceded that a large proportion of modern blank verse is blank.—*Detroit News.*

Life isn't just one darn thing after another. It is just about a million darn things after a million others.—*Columbia Record.*

"Why aren't there parking places for pedestrians?" asks a motorist. He forgets our commodious cemeteries.—*Punch.*

When Europe hears something fall, it is usually either the Prince of Wales or the French Cabinet.—*Florence (Ala.) Herald.*

A professor in Italy says Italians made America great. This seems to be praising a fruit diet a little too much.—*Birmingham News.*

France is the real land of opportunity. There, sooner or later, every man gets a chance to enter the Cabinet.—*Milwaukee Journal.*

If chloroforming of "human husks" becomes legalized there will be some steady jobs open for quite a few people.—*Florence (Ala.) Herald.*

The old graceful full-rigged ship is seen rarely nowadays at sea. And the full-rigged woman who inspired the illustrations in *Godey's Lady's Book* has been succeeded by a girl as compact as a speed boat.—*Louisville Times.*

Now that "Hamlet" has been played in modern clothes, we trust that the next venture will be Follies in Hamlet costumes.—*Cleveland Times.*

And so Americans are dollar chasers? Well, can Europe suggest any other method of getting money enough to lend?—*Wheeling Intelligencer.*

Aristide Briand is a movie fan, and the papers give it half a column. You and I are, too, but all they say about us is that our taste is vile.—*New York Times.*

France Expected to Reopen Debt Parley Soon.—*Headline.* Let's hope that France has learned by now that it takes jacks or better to open.—*Arkansas Gazette.*

There are now more than 12,000 men and women regularly employed as recreation directors in this progressive country, but of course they can't be on duty all the while, and we suppose the children contrive to have considerable real fun in between times.—*Ohio State Journal.*

FOREIGN - COMMENT

MEXICO'S LATEST TURMOIL

A POLITICAL STORM of perilous possibilities is reported to have begun in Mexico as a result of a move by friends and sympathizers of ex-President Obregon to have it made possible for him again to be elected to the Presidency, after President Calles has completed his term. A motion has been introduced in the Senate and the House of Representatives to modify Article 83 of the Mexican Constitution, which prohibits the reelection to the Presidency of a citizen who has held that office. The friends of Obregon, it appears, base their contention for a change in the Constitution on the plea that the clause declares that "a citizen having held office can not be reelected," which means, they say, that he can not be reelected for two successive terms. The first gun in the battle, which is said to be threatening the tranquillity of the Calles Administration, was fired by the Agrarian leader, Congressman Soto y Gama, who availed himself of the first Agrarian Congress, lately held in Mexico City, to declare that:

PRESIDENTS, PAST AND PRESENT

At the left, ex-President Obregon, whose reelection is being sought by his followers, who say he is the only man "capable of carrying out Agrarian ideals in Mexico." President Calles, at the right, declares "as a sincere revolutionist" that he does not sympathize with the movement to permit the reelection of a President, which is forbidden by the Mexican Constitution.

> "The fight has begun between Morones [Secretary of Labor of the Calles Cabinet], backed by the Mexican Federation of Labor, on the one hand, and Obregon, on the other, backed by the Agrarians and the plain people. The Agrarian National party will see to it that Obregon succeeds Calles, because he is the only one capable of carrying out Mexico's Agrarian ideals."

The Mexican press seems divided on the issue, altho there is a pretty general agreement on the potential danger it holds for the country's peaceful development. The Mexico City *Excelsior* declares bitterly that "the Agrarian declarations are not only unjustified but premature and dangerous as well." It asks:

> "Can not we wait three years, till 1928, before discussing the merits of presidential candidates? Are we so lacking in self-respect and national dignity as to start new disturbances voluntarily, when we are only beginning to settle down after a long period of unrest . . .?
>
> "Under cover of Agrarian and Labor legislative discussions, Congress has taken up the only question professional politicians ever consider important, namely, who is to be the next President. The fate of the workers and of the Agrarians of to-day, as well as the spirit of democratic principles of yesteryear, are relegated to second place. The watchword seems to be: 'Keep an eye on who comes next.'"

Mexico's political world is divided, according to Mexican informants, into two main sections, the Agrarian and the Laborite. The Agrarians advocate land confiscation, it is alleged, and resort to extreme measures in pursuit of their policies. The Laborites, we are told, have identified themselves of late with the more conservative tendencies of President Calles, who is said to have greatly modified his preelection views on land ownership and extremism. So the Agrarian move is interpreted by some as a stroke at Calles, who was supposed to be on very friendly terms with ex-President Obregon. As to the extremism of the Agrarians, the Mexico City *Revista de Revistas* remarks:

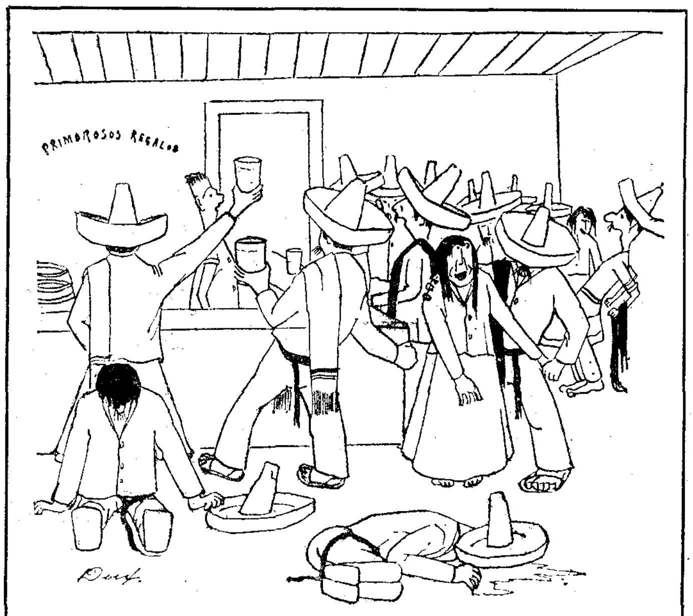
> "The Agrarians are sworn enemies of land ownership, and preach that all land should be divided among the proletariat. Now it happens that General Obregon owns an estate of 6,000 hectares [A hectare equals 2.47 acres], which according to the doctrines of the Agrarians should have been confiscated long ago. It will be curious to see how these Agrarian gentlemen reconcile the fact of General Obregon's ownership of this estate with their dogma. Or are they making a special exception in his case? Why do they not urge the authorities to confiscate General Obregon's land?"

One of Mexico's foremost political authorities, Nemesio Garcia Naranjo, whose articles are published simultaneously in the Vera Cruz *Dictamen*, the Tampico *Opinion* and the Mexico *Excelsior*, takes a gloomy view of the situation, as may be seen:

> "The plan to pave the way for Obregon's return is no laughing matter and is the inevitable result of Mexico's political disorganization. As to the question of why we should always turn to the man-on-horseback, we might appropriately answer that we do so because of the popular distrust in existing institutions. As long as we lack political parties, the people will instinctively turn to the man with the most powerful Army and trust him with the destinies of the nation.
>
> "Twenty-four years ago some one spoke of the sixth election of President Diaz as 'the only hook on which we could take hold in the existing darkness.' In to-day's darkness Obregon is the only hook on which we can rely. If no political parties are formed during the next three years, the country will be forced to take hold of the Obregon hook again.
>
> "But the real drama of the problem lies in the fact that by the abolition of Article 83 of the Constitution, which is inevitable, the last hopes of real democracy disappear forever. The repeal of this clause of the Constitution means our return to the circle from which revolution freed us."

According to the changes proposed by the friends of General Obregon, we are told, not only would the reelection of an ex-President be permitted, but the presidential term would be fixt at six years instead of four as at present. Yet it is pointed out that proposed changes in the Constitution are submitted to the legislature of the Mexican States, which must pass favorably upon them before they can become the law of the land. Interviewed by a Mexican press agency, President Calles is reported to have declared sharply: "As a sincere revolutionist, I do not sympathize with presidential reelection." The Mexico City *Universal* says:

"Reelection is not a national problem, but a problem affecting the partizans of the present revolutionary régime. The will of the people has nothing to do with it, but the people will endure in the same manner as they have suffered in the past. Who are the people that they should have a say in the matter? The real voters are the military leaders with armed forces at their command.



A MEXICAN JIBE AT MEXICO

THE BARTENDER; "Gentlemen, please don't make so much noise. This place begins to look like our House of Representatives."

—*El Universal* (Mexico City).

"The project of reelection concerns chiefly the members of the present political régime. They will do as they see fit. If the present Administration pledges itself to reelection, it will support the measure and the matter will be 80 per cent. settled. If Obregon can count on the Army, on the Agrarians, and on a handful of leaders, more or less powerful, reelection will be a fact, no matter what the people say or what the framers of the Constitution declare.

"Is Obregon's personality powerful enough to rout all of the possible candidates within the party now governing the country? If it is, reelection is certain. If not, anything may happen. In the conflict we may safely assert that the old saying, 'Whoever is not with me is against me,' holds good for all concerned."

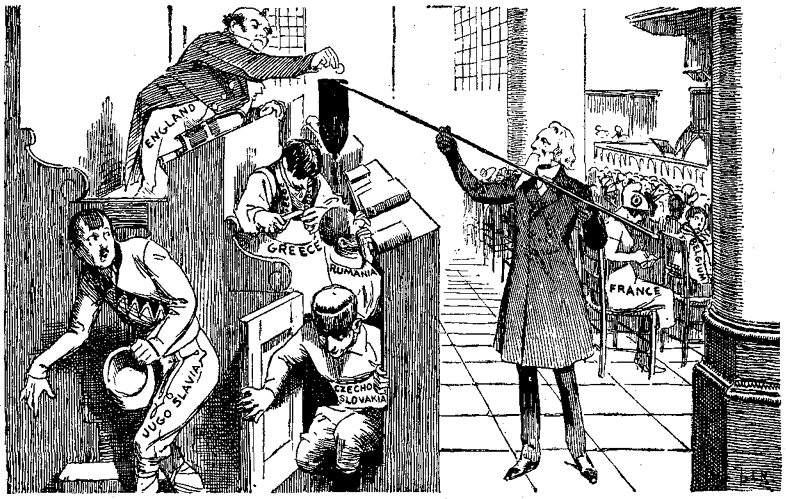
Those in favor of permitting President Obregon to be reelected argue that when a man has proved his worth he should be permitted to serve his country to the best of his ability. It is noted by some Mexican editors with significance, that the ex-President has not done anything to restrain the efforts of his admirers, altho their whole campaign is frankly recognized as a distinct reversal of the objections against the Diaz régime, which was attacked with the slogan of "No reelection." The Mexico City *Universal Illustrado* observes:

"The partizans of reelection say: 'Why should a man be forever forbidden to become President if he has once occupied that post successfully?' This apparently strong argument, however, is refuted by two facts: first, by the prohibition of the Constitution, and secondly, by the bitter fruit of experience. A man may serve his country in other stations than that of the Presidency."

THE WAY OUT WITH FRANCE'S WAR DEBT

ONE SUCCESS will be achieved by the Briand Government, it is said, which will make it famous in this country as well as in France, and that is if it finds a way out for the settlement of that country's war debt to the United States. We read in Washington dispatches that the Briand Government will follow very different tactics from those of Mr. Caillaux and experts, which resulted so very disappointingly, and much of the discussion, it is predicted, will probably be through the ordinary diplomatic channels. It is further related that Senator Henri Berenger, a noted French expert in finance, will represent France at Washington to continue discussion of the interallied debt problem. At the same time it is emphasized at the French Foreign Office that while he will replace Ambassador Daeschner, "no reflection whatever is being cast on the latter's ability or assiduity at Washington." The arrangement made by the American Debt Funding Commission with the Italian Commission as to the terms of payment for Italy's debt to the United States, leads the London *Economist* to meditate on France's case. This financial weekly reminds us that the agreement with Italy—

"Relates to a debt, the principal and accrued interest on which amounts to $1,648,000,000, provides total payments amounting to $2,407,000,000 spread over a period of sixty-two years. The basis of settlement is the repayment of the principal in full and interest in accordance with Italian capacity—the interest rate being nil for the first five years, then one-eighth of 1 per cent. for ten years, and so rising fractionally in successive ten-year periods to 1 per cent. in 1970 to 1980, and finally to 2 per cent. in the last seven years. Under this arrangement the total annual payments begin at $5,000,000 and are graded upward to $80,000,000 in the last year. This settlement is of the greatest importance as marking the abandonment by America of the absurd pretense of charging all her debtors alike 3½ per cent. interest after a short period of delay. We have many times urged that the utmost that the United States could expect would be a settlement based upon interest at ¾ of 1 per cent., or 1 per cent. in the case of Italy and 2 per cent. in the case of France. The present settlement substantially embodies this idea, seeing that the final rise to 2 per cent. does not take place until the bulk of the principal will have been paid off, and this rate will therefore be calculated on a very small sum."

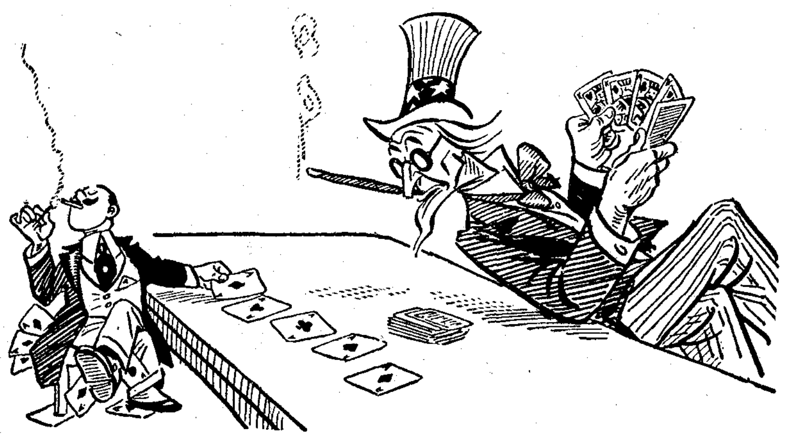


UNCLE SAM TAKES THE COLLECTION

—*De Groene Amsterdammer.*

In any case, *The Economist* goes on to say, "much water will have flowed round the Gulf Stream" before the next generation but one are called upon to pay their share of the debts of the Great War. In view of the economic situation of Italy and of the fact that she owes more to England than she owes to the United States, the present settlement is to be welcomed, not so much as a generous and quixotic act on the part of America, but as a business settlement in which Italy has agreed to "pay the utmost that she can afford if things go well." We read then:

"Our regret is that the United States could not see its way to similar action in regard to France, but under the influence of political considerations prest Mr. Caillaux beyond the limit of reason. In a previous article a Paris correspondent sets out the various proposals and counter-proposals made during the September negotiations, and puts forward a fresh suggestion for a settlement of the French debt, which eases the situation in the early years but pays lip service to the American dogma of 3½ per cent. in the later years, and by means of various adjustments builds up a figure which works out at something not far short of the total payments that the American delegates asked for. But such devices are, of course, window-dressing. The simple addition of annuities spread over long periods produce figures which have no financial significance at all. If face-saving devices are needed for the American public, there should be no difficulty in any country offering large sums a hundred years hence, which can be added in to swell the total—provided provision is made by which these sums can be discounted on ordinary market principles and paid off in the next thirty or forty years. The point of real substance is what France has to pay in the next twenty years, and in this respect the United States must make a substantial concession in the rate of interest. In our view France would be well advised to accept the temporary five-year agreement to pay $40,000,000, base her budget on these figures, and leave the Italian settlement and the growing solidarity of Europe to have their effect on American opinion."



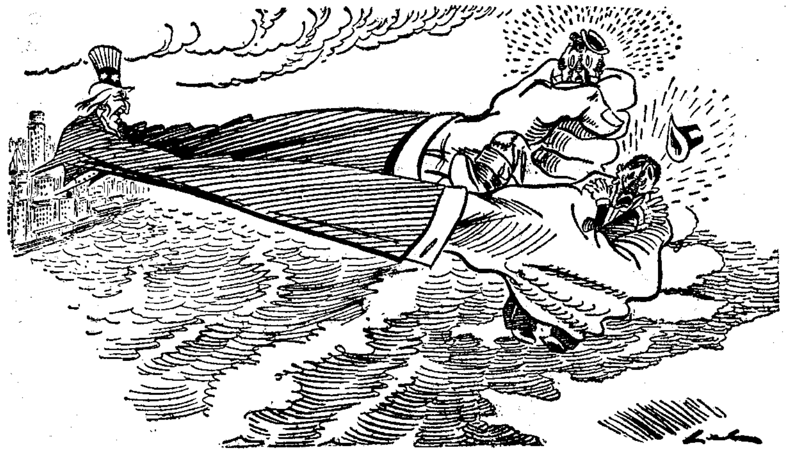
MR. CAILLAUX PLAYS POKER

—*The Daily Express* (London).

According to an announcement to the press by the State Department, Greece, which owes the United States about $17,625,000, will send a commission to Washington during this month to discuss terms for a funding agreement, and we read:

"Treasury officials also express the belief that Jugo-Slavia, which owes about $65,415,000, would send a mission within a very short time. If France, Greece and Jugo-Slavia arrange debt settlements, it will mean that virtually all of the outstanding obligations of any consequence, with the exception of that of $255,147,690 owed by Russia, will have been funded."

In the bulletin of the Association des Sphinx (Paris), which is an organization of former interpreters and liaison agents of the French Army, attached to the expeditionary forces of Britain and the United States during the Great War, we are assured that there is no reason why the problem of the French debt should be complicated by misunderstandings. The most formidable of such misunderstandings, we are told, is that which conveys the impression that it is the intention of France to repudiate her international obligations. According to this bulletin, nothing could be further from the truth.



HANDS ACROSS THE SEA

—*The Daily Courier* (Liverpool).

THE KHYBER RAILWAY AS AN INDIAN DEFENSE

TO THE PEOPLE OF INDIA the Khyber Pass has been a nightmare and an evil omen, we are told, and to British armies the scene of pestilence and vexation. Grim, black and forbidding, the gate of India has stood since the beginning of time, writes a correspondent of the London *Times*, who recalls that even before the days when Alexander shirked the passage and its guardian Aprœtæ to the time when the British hewed a path and scattered its Afridi, wave upon wave of war and migration has flowed below its mighty cliffs. But now the opening of the Khyber Railway, it is said, will be remarkable not only for the improvement it must bring to the defense of India, but also for the more abiding function of railways, the promotion of trade and the engendering of good-will. Nevertheless this informant reminds us that the construction of the railway owes its inception to warlike needs alone, and is due entirely to the "unprovoked attack that it pleased his Highness the Ameer of Afghanistan to make on British India in the spring of 1919." This attack followed close on the attempted rebellion in the Punjab, when, it is recalled, the British Army was demobilizing and the units of the Indian Army were still scattered over the four quarters of the globe. It is further related that:

"The Afghans advanced on British India in three directions, by the Khyber and the Kurram routes in the north, and from Kandahar in the south. Fortunately by herculean efforts it was possible to move enough troops through the Khyber to the Landi Kotal plateau to prevent the Afghan Army from debouching into the Peshawar Valley, to confine the fighting to the Afghan side of the Khyber Pass, and to maintain the troops there through the summer. But they were only maintained at great cost and with much loss from disease. Landi Kotal, long the headquarters of the Khyber Rifles, was where the invader was stayed in 1919, and there it has been decided he must be stayed in future, but under better conditions than those obtaining in 1919 or in the days of the earlier Afghan wars. With the railway running stores and evacuating sick and wounded through the burning lower defiles the miseries and hardships of the Pass will be a thing of the past."

The *Times* correspondent tells us that the railway is 27 miles long from Jamrud, two miles from the entrance to the Khyber Pass, to a valley adjacent to the cantonment at Landi Kotal, where a brigade has been located since 1919. He adds:

"The gage is the standard gage of India, 5 feet 6 inches, and climbs the gradients by a clever bit of siting without the racks that were at first considered necessary. The line follows more or less the course of the Khyber stream, which it crosses seven times high above flood level, one of the viaducts being 55 feet and one 80 feet above the level of the stream. There are 32 tunnels, of a total length of two and a half miles, the longest of 1,400 feet. The steepest gradient is one over 25, and the sharpest curve has 818 feet radius. It is intended to use two of the ordinary heavy goods engines to a train."

The principal relief that the railway will give, according to this informant, is in the transport of stores and the evacuation of casualties. The trains will of necessity be very short, it is pointed out, and troops will still have to march through the Pass, if moving up in any numbers, but, this correspondent adds:

P. & A. photograph

FRIENDS OF THE QUEEN MOTHER

Not only royalty, but also the people showed their devotion at the snow-covered funeral of Alexandra, who is said to have "long enjoyed a higher degree of popular esteem and affection than any other royal figure in Europe since the later days of Queen Victoria."

"Camels dying by the waterside will no longer be a common object of the roadway. Since the war of 1919 a double 16 feet motor road exists down the Pass, used for single-way traffic, and this, in conjunction with the railway, has totally altered the old military problems.

"So far as trade goes, we may expect to see goods come to Landi Kotal and take to camel-back there rather than at Peshawar or Jamrud. The Afghan trader has long complained of the time it took him to bring his goods from Kabul to British railhead, and it is conceivable that before many years are out we may see the line extended at the request of the Kabul Government, so fast are matters moving, as far as the valley and plain of Jellalabad. Beyond that, railway-making becomes an almost impossible problem in the vast and difficult mountains. The tribesmen of the Khyber are certain to use the train freely, as they do in Baluchistan, to get down to Peshawar, and will no doubt lodge their arms at Landi Kotal.

"The Kurram route is served by a broad-gage line, running 28 miles beyond the Indus as far as Kohat, and another 55 miles in a straight line to Thal by a 2 feet 6 inch line. It is desirable that the broad gage shall be extended here, too, and when that is done the Afghan will not be able to repeat his inroads across the British frontier, as he did six years ago."

The romantic atmosphere hovering about Khyber Pass is recalled by a London correspondent of the New York *World*, who reminds us that it has been utilized in the fiction of Rudyard Kipling and a host of less celebrated story-writers as a *mise en scène* for tales of thrill and mystery.

WHY BRITONS ARE ROYALISTS

EVERYBODY IN GREAT BRITAIN, or practically everybody, is said to be royalist, and altho it is conceded that there are a few theoretical republicans, who would declare their faith if actually called upon to do so, in general they never mention it or "even think to themselves of it." Broadly speaking, says the London *New Statesman*, there is no such thing as a republican movement anywhere in the British Empire, and it avers that the republicans of Ireland and South Africa are "primarily secessionists, which is quite another question." Accordingly, we are told, the throne of King George V is the firmest great throne in the world, but this weekly goes on to say:

"If we are apt to be sentimental about royal personages it is certainly not for sentimental reasons that we are royalists. Most of us are convinced supporters of the system of constitutional monarchy, because we have seen the advantage of having a hereditary rather than any elected head of the State. British political philosophy, even when it is republican, can find no room for a head of the State having such powers as are granted, for example, to an American President. If we were ever to choose a President, we should choose him as a figure-head, not as a ruler, and should probably grant him even smaller powers than are accorded to the Presidents of France and Germany. Our traditional and deep-rooted conception of a Government responsible only to Parliament, and primarily to the House of Commons, excludes the possibility of any active power being conceded either to a President or to a King."

This being so, *The New Statesman* goes on to say, no one in Britain desires in practise any change in the direction of republicanism. There would be no advantage, it declares, in substituting election for heredity in the choice of a man whose duty is to represent the dignity rather than the power of the State, and "there would be plain disadvantages." To say the least, we are informed, it would be difficult to discover by popular vote any great figure-head who would understand the obligations and limitations of his office so well as they have been understood, in precept and practise alike, by Queen Victoria and her descendants. We read then:

"Our hereditary monarchs are trained from childhood to appreciate not only the broad duties but the subtleties of the great office which in due course they are to fill. There is no danger of any of them attempting—as only a year or so ago President Millerand disastrously attempted—to usurp functions which in a democratic country can not belong to the head of the State. They are able, moreover, to win the personal respect and affection of their subjects, wholly irrespective of party sentiment, as no President ever could unless he had no 'past'—and if he had no 'past' he would never be elected. And this consideration is of quite peculiar importance in relation to that great agglomeration of nations which makes up the British Empire. It is necessary not only that the official head of such an agglomeration should enjoy the confidence and respect of his subjects, but that his office should be invested with the greatest possible glamour and prestige—such as can not be won by 'elected persons.' The British monarchy is essentially an empirical device, and as such it works admirably. It embodies the principle of 'dignity without power' more successfully than any other device that has ever been proposed."

All hereditary offices, this weekly admits, involve certain drawbacks, and it adds that, altho the British cannot be perfectly sure that all the descendants of King George V will recognize the essential conditions of their constitutional tenure as clearly as he and his immediate predecessors have understood them, yet this newspaper sees no present ground for alarm, and it proceeds:

"Certain misgivings have been rather freely exprest lately, even in the most Conservative quarters, about the character and activities of the present heir to the Throne. But these misgivings seem to us to be exaggerated. They are nothing beside the things that were openly and widely said about the princes who subsequently became those excellent constitutional monarchs, William IV and Edward VII. The fact that the Prince of Wales falls over a fence from time to time or plays the part of a girl in short skirts in a charade affords no ground for supposing that he will not listen to the advice of his Prime Ministers, or that he will fail when he is older to behave with that dignity which kings, if not princes, must maintain. He has earned, at any rate, even by his tumbles, a popularity which he can turn one day to excellent account, if he knows how to do it; and the knowledge of how to do it appears to be a traditional knack among most of the descendants of 'Albert the Good.'"

The New Statesman was led to make the above remarks in the course of a sharp protest against "the orgy of sentimental slosh" in which a large portion of the British press indulged on the subject of the late Queen Alexandra. In its view her death was made the occasion in the daily press of "a great many words which we could wish had never been printed," and it continues:

"The sentimentality of the British public is, of course, notorious—tho we fancy that it is commonly and considerably exaggerated by those who assume the duty of catering to it—but it is surely a question whether that sentimentality ought to be indulged, as it has been indulged this week, at the expense of the Royal Family.

International Newsreel photograph

"THERE IS NO ARMOR AGAINST FATE"

The King of England, the Prince of Wales, the King of Sweden, and the King of Norway following the coffin of the Queen Mother Alexandra under falling flakes of snow.

"Queen Alexandra was a very beautiful and a very remarkable woman. Her beauty was famous, and its renown owed nothing at all to her exalted position. Her perfect tact, her charm, her unfailing ability to say and do the right thing on all occasions, were universally recognized. Her intellectual gifts were less widely known, for her wit was reserved for a very small circle, and her caustic sayings were not offered to those who were likely to repeat them. From her first arrival in England sixty years ago she understood that she had a rôle to play, and always she has played it to perfection. At a certain distant period of her life she was the subject of a possibly misplaced pity, but never was she the subject of spiteful rumor or jealous detraction; and that is a great achievement for any public personage even when such a personage is royal—an achievement requiring quite unusual gifts."

According to this weekly the late Queen Mother long enjoyed a higher degree of popular esteem and affection than any other royal figure in Europe since the later days of Queen Victoria. Such a statement, we are warned, must not be taken to imply any reflection upon the personal successes of younger generations. It was a day of great good fortune for the royal house of Great Britain when the Princess Alexandra of Denmark landed on British soil to become the wife of the heir-apparent, and we read:

"Queen Alexandra was a most charming and able woman who never did anything to deserve the flatulent and nauseating eulogies which she has received. She is called 'The Rose Queen'—why should she be thus cheapened?—and the great public is invited to share all sorts of little family intimacies such as those which may be revealed by the inscriptions on the wreaths of those who loved her. Such revelations are not only gross and intrusive impertinences, but are obviously detrimental to that personal dignity and privacy which royal personages should be permitted to maintain if royalty is to continue to exist. The unfortunate fact is that when a certain standard of exuberant sentimentality is set by the penny-a-liners of the Sunday press it is very hard for more serious journals to adopt a more restrained and reasonable standard of obituary eulogy. The effort, however, ought certainly to be made. Otherwise the public may soon find it difficult, if not impossible, to distinguish between the merits of a Queen Alexandra and a Mary Pickford."

According to the Manchester *Guardian*, nothing in Western life comes so near to the traditional overshadowing of the lives of Oriental widows as the measure in which the life of the consort of a European sovereign is converted into "a kind of postscript after the sovereign's death." This newspaper tells us further:

"It was a final touch of success in Queen Alexandra's demeanor in presence of the nation that she passed with a graceful naturalness from the greater to the much lesser place in relation to what Burke calls the pomps and plausibilities of the world. To grow old wisely is proverbially hard, but to do so when age brings not only lessened strength and failing faculties but the surrender of so much else that is commonly envied must need yet more of self-mastery and discretion. Queen Alexandra's old age was a pattern of these qualities, but they are virtues that can not, in themselves, give brilliancy to the figure of a retired Queen, and people who are only just out of their 'teens can, perhaps, scarcely imagine the prestige of Queen Alexandra as Princess of Wales in Victorian England."

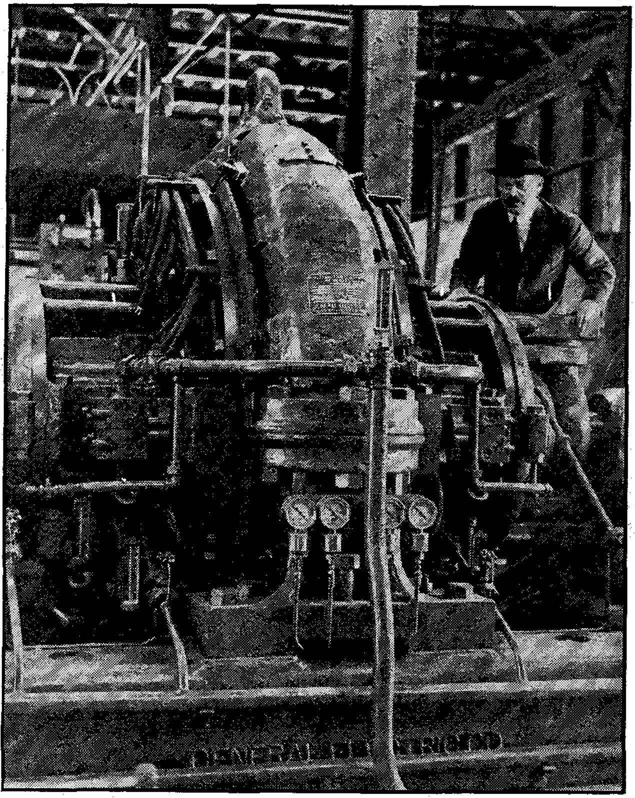
In the famous speech of Pericles upon Athenean society, *The Guardian* observes, it was said "those were the best women about whom the least was said among men." It is rather a hard saying, this newspaper confesses, but—

"There is a sense in which it can be applied to the life of Queen Alexandra, much to her honor. She was at the same time a figure extremely familiar, externally, to the nation, and one about whom there was singularly little gossip."

SCIENCE AND INVENTION

THE CEILING OF THE SKY

RADIO TRAVELS IN PART by the aid of a region in the upper air, a hundred miles or more above the earth's surface, which acts as a great mirror to the electro-magnetic waves; and the varying properties of this zone explain many of the freakish things that puzzle radio fans. In this region the atmospheric gases are "ionized"; that is, their atoms are partly disintegrated into their component electrons. Orrin E. Dunlap, writing in *The Scientific American* (New York), tells us that a peculiar green line has been found in the spectrum of the upper levels of the atmosphere which seems to give an indication of the track that radio waves follow in space. Prof. J. C. McLennan, of Toronto University, in observations of the aurora borealis, found that the green-line spectra apparently originate in highly rarefied oxygen, and that the intensity of hue is increased by the addition of helium. He told the British Association for the Advancement of Science that the aurora light comes from a region at least 60 to 100 miles above the earth and that at that height the air contains twenty to thirty times as much helium as oxygen. We read:



By courtesy of *The Scientific American* (New York)

THIS RADIO GENIUS HAS A REMEDY FOR "FADING"

Dr. E. F. W. Alexanderson, inventor of the Alexanderson high-frequency alternator, who has been overcoming the fading out of radio waves by "corkscrewing" them into the upper atmosphere instead of sending them horizontally.

"It is this ionized region which is blamed for causing radio concerts to fade, giving far-away stations great volume for several minutes, then swinging them into silence, as if some strange force were purposely fluctuating the intensity in order to tease radio fans.

"The existence of a conducting surface due to ionization was postulated by Professor Schuster of England in 1887. This was before Marconi started his experiments. Sir Oliver Heaviside, an Englishman, and Professor Kennelly of Harvard, in 1900, suggested that an ionized region in the upper levels of the atmosphere might have an effect in wireless wave propagation. This section of the atmosphere, therefore, has been referred to since that time as the 'Heaviside surface.'

"The Naval Research Laboratory at Bellevue, D. C., cooperating with the Carnegie Institution of Washington, recently confirmed the Heaviside-Kennelly theory. Secretary of the Navy Wilbur, in making the announcement, spoke of the region as 'a ceiling in the sky, at a varying distance above the surface of the earth, rising and falling as atmospheric conditions vary.'

"Experts explain that there are undoubtedly numerous strata rather than a single surface or 'roof' in the upper altitudes, and that differing electrical conditions affect various wave-lengths differently. Reginald A. Fessenden, in 1906, estimated the height at which marked absorption takes place to be roughly 300 miles at night and 100 miles in the day, and that the surface is not smooth but is broken up into clouds of ionized air.

"Larmor, an English physicist, has shown that the altitude of the conducting level varies for different wave-lengths, and it is thought that this presents an explanation of the differing character and distance covered by short waves and at different hours.

"H. W. Nichols and J. C. Schelleng, of the Bell Telephone Laboratories, New York, in March, 1925, told of a theory they had worked out to account for fading. They explained that the earth's magnetic field has an effect upon wave propagation. Their observations have furthered knowledge of the reasons why fading is more pronounced on some wave-lengths than on others. Dr. E. F. W. Alexanderson has experimentally demonstrated that the 'corkscrewing' of waves high into the upper air, instead of sending them horizontally, may do a great deal to minimize fading and to overcome 'dead spots' in the ether.

"In 1920 the Bureau of Standards pictured what happens to waves in the high levels of the atmosphere by comparing radio-wave transmission with the German long-range gun which bombarded Paris at a distance of seventy-five miles. Dr. R. H. Dellinger, Chief of the Radio Laboratory of the Bureau, has pointed out that the rarefied higher portions of the atmosphere, which permitted the projectile to fly toward Paris with little resistance, played the same rôle that the upper electric strata of the air play in broadcasting, because certain conditions of ionization allow radio waves of particular frequencies to travel enormous distances around the globe. Just as the Germans aimed the gun at a very high elevation in order to put the projectile quickly up into the little-resisting portions of the air, so nowadays radio engineers are working on the principle of shooting radio waves upward instead of radiating them horizontally from the aerial.

"Fading is chiefly noticeable when the broadcasting station is more than 100 miles away, and it usually becomes more marked as the mileage between the transmitter and receiving antenna is increased. The effect is more apparent on short wave-lengths, that is, under 600 meters.

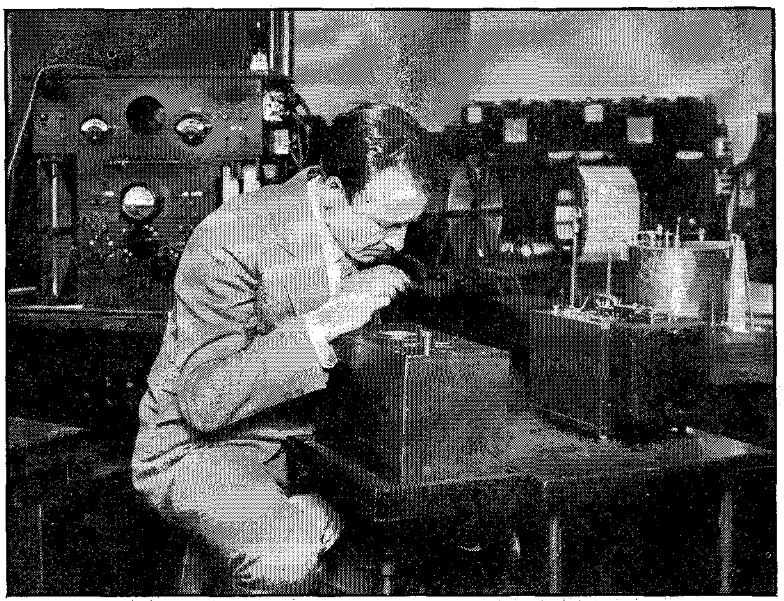
"Dr. Alfred N. Goldsmith has pictured the Heaviside surface as a mirror or copper sheet suspended in the sky and, owing to natural causes, the reflecting power of this conductive sheet varies from time to time in the same way that a mirror reflects well at one minute and then becomes dim when a person breathes upon it. A mist or layer of air forming over the surface of the ether's great mirror seems to mar its reflecting properties and thus the signals wax and wane. Supporters of this theory contend that during the day the powers of reflection from the Heaviside surface are considerably impaired by the sun's rays; therefore, daylight reception is by means of waves that travel along the earth's surface instead of by way of the Heaviside surface. This, together with the fact that the sun's rays absorb much of the energy from radio waves, is given as a reason why far distant broadcasting stations are inaudible during daylight."

Radio waves travel over two main routes, Mr. Dunlap tells us. Secretary Wilbur, in describing the Navy's experiment, pointed out that the opinion of radio experts relative to the existence of two distinct wave routes was found to be true. One of the waves, known as the "horizontal wave," travels close to the ground and the other or "vertical wave" arrives by way of the "ceiling" or ionized region. There is a theory that fading of distant stations is also caused by an interaction between the ground and sky wave of a station when they meet at a certain point. To quote further:

"Concerts picked up during the daytime are generally from stations within a fifty-mile radius and they are thought to travel close to the ground, as a bee would crawl around a baseball. These ground waves die out quickly because they are absorbed by objects such as trees, steel structures, and electric wires. For example, auditors in the upper section of Manhattan Island report difficulty in hearing some of the less powerful transmitters in the down-town district. This is chiefly because reception is by means of ground waves. Listeners two hundred miles or more from a lower Broadway station get the waves traveling along the ionized region and not after the impulses have passed through several miles of energy-absorbing steel sky-scrapers.

"Night reception of stations outside of a 100-mile radius is generally by means of the sky waves and, because there are no absorbing objects along the mirror surface such as exist on the earth, the concerts travel much farther. The absence of sunlight is another factor which increases the night-reception range.

"The broadcasts of local stations are not bothered by the rarefied region. If the waves of a near-by transmitter fade, nature is not to blame, but the owner of the set will find some defect at the receiving end, such as a loose connection, a swinging antenna, worn-out batteries, with their current fluctuating, or a defective vacuum-tube. If one antenna is too close to another, and especially if the wires are parallel, the signals of local stations are likely to swing and at times disappear. When the owner of one antenna tunes his set he changes the capacity of the antenna system and that affects the near-by antenna. When either set is tuned it throws the other out of tune. This is often observed in New York and other large cities, where the antennas on apartments are so close together. The best remedy is to run the wires at right-angles to each other and keep them as far apart as possible."



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A GOVERNMENT RADIO EXPERT STUDYING THE "FADING" PROBLEM

Dr. J. H. Dellinger, Chief of the Radio Laboratory of the Bureau of Standards, who believes the sky's conducting region is an irregular surface, not a definite layer, and who points out that radio waves travel better in the upper than in the lower strata.

TEETH NEED EXERCISE—The teeth, like every part of the body, were devised for service, and if we fail to permit them to function normally we can expect that the teeth and surrounding tissues will not be in good condition, says *Hygeia* (Chicago). We read:

"Coarse food will aid in cleansing the teeth and stimulating the gums. Brushing the teeth is purely a mechanical means of removing any deposits that may have adhered to them, but brushing is a good habit. Children should be taught at an early age to brush the teeth at least twice every day. Any means of brushing the teeth which will accomplish a thorough cleansing and will not injure the teeth and gums will suffice. The outer surfaces of the teeth and between the teeth may be scoured by a vigorous rotary motion without lifting the brush from the teeth. No one of the five surfaces of the teeth should be slighted. The gums should be brushed from a position high up on the gums onto the teeth, to prevent injury from the bristles of the brush and to keep from forcing foreign materials under the margins. This brushing of the gums acts as a massage and will aid in keeping them healthy. After the teeth and gums have been cleansed, rinse the mouth thoroughly with plenty of cool water, forcing it through the teeth."

THE NEXT INFLUENZA EPIDEMIC

ANOTHER EPIDEMIC OF INFLUENZA can not be staved off by methods of quarantine and isolation, according to Dr. E. O. Jordan, head of the University of Chicago department of bacteriology, who discust the efficacy of various preventive measures before the American Public Health Association in St. Louis recently. Practical difficulties in the way of efficient vaccination on a world-wide scale during an influenza outbreak seem so insuperable, we are told, that we can hardly make it the basis of a protective campaign. Face masks Dr. Gordon characterized as having limited applicability. Chlorin and similar gases he dismissed because they have not yet proved of decisive value. He continued, as quoted in Science Service's *Daily Science News Bulletin* (Washington):

"I believe, however, that something can be done to lower the attack rate in favorably situated small groups, to protect some individuals altogether and to lessen the virulence on the part of the accessory microbes. Difficult to apply, and uncertain of success as it may be, the minimizing of contact seems at present to offer the best chance we have of controlling the ravages of influenza.

"It is now clear that the first estimates of the loss of life caused by the influenza epidemic of 1918 were too low. The disclosures of the census of British India of 1921, and other data that have since come to hand, make an estimate of 20,000,000 deaths in the whole population of the world probably not wide of the mark. This is comparatively the worst catastrophe of the sort that has visited the human race since the Black Death of the Middle Ages.

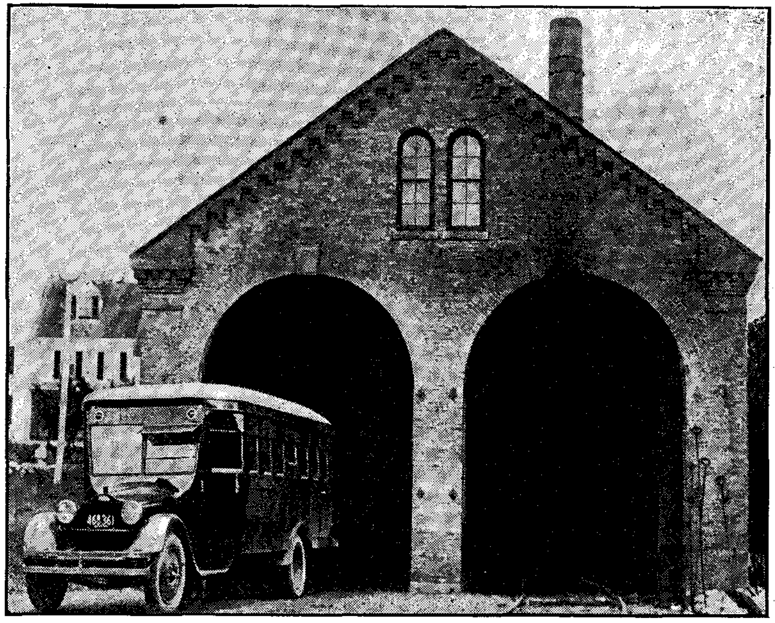
"Judging by the past, nothing is more certain than that we shall some day have another visitation of this destructive infection. It is not to be doubted that if it were to descend upon us to-morrow we would, as public-health workers and students of the disease, be little if at all better equipped to deal with it than we were seven years ago. It is conceivable, however, that if we occasionally remind ourselves of the gaps in our knowledge we shall be in a position to study more advantageously the manifestations of the disease. There are certainly also lines of direct investigation which can be prosecuted to-day with some hope of rendering ourselves better prepared."

If the influenza was not a new disease in most parts of the world it certainly was greeted like one and behaved like one, Professor Jordan continued. In many parts of the world the time of importation of the new disease, if it was a new disease, into a region where the so-called endemic influenza had previously prevailed, could be specified to a day. "Its introduction into certain army camps in the United States is known to the day and hour," Dr. Jordan stated.

A NEW BUS IN THE OLD ENGINE-HOUSE

AS THE OLD STABLES WERE CHANGED into garages, so are engine-houses being turned into shelters for the motor-bus or -truck. An instance, on the Boston & Maine Railroad, is shown in the accompanying illustration, taken from *The Railway Review* (Chicago), of a two-stall engine-house at Ashburnham, Massachusetts. Says this paper:

"Of course this doesn't mean that locomotives are being discarded. It means that motor-coaches are doing the work on some branch lines which have been so unprofitable that locomotives could be used to better advantage elsewhere. President Ralph Budd, of the Great Northern Railway, expresses the opinion of railroad executives quite generally when he declares there will be work for both trucks and buses, and for the railroads, but that the motor traffic must be regulated as railroads are regulated. The public, these executives say, will discover it can not have both kinds of transportation on branches or for short-haul traffic. It can not expect to use railroads as bad-weather friends to be used only when motor-car travel is impossible.



By courtesy of *The Railway Review* (Chicago)

THE NEW OCCUPANT OF THE ENGINE-HOUSE

The use of a Boston & Maine engine-house to shelter one of the railroad's new motor-buses is significant of the way the railroads are meeting motor competition.

"No one believed, very seriously, a few years ago, that motor-cars or -trucks ever would set up formidable competition with steam railroads, but now scarcely a day passes without some railroad buying one or both kinds of these vehicles for its own use in an effort to preserve some of its dwindling traffic. It is said by the United States Automobile Chamber of Commerce that more than 200 railroads now are engaged in automotive transportation in connection with their regular train service or the part of that service they have been compelled to continue. In every part of the country this development continues, the larger number of changes being in the Eastern and New England States, it is said. One of the latest announcements comes from the Reading system.

"A million-dollar corporation has been formed to operate motor-coaches over the entire Reading system. While the basis of the proposed enterprise is substitution of motor-coaches for lightly patronized trains, it has been found desirable in several instances to augment the service by additional runs, where a through-train connection can be made readily at some junction point, or where local conditions indicate sufficient new traffic to be developed.

"The program calls for elimination of 164,316 passenger-train miles as against addition of 265,647 motor-coach miles, a net increase of 101,331 miles a year. This represents a healthy increase in the frequency of the service, a vital factor in attracting patronage. Wherever possible, the motor-coach point of stop will be at the Reading Company's station."

As another instance of this change of base an early extension of the use of gasoline and gasoline-electric motor-rail-cars and trains by the Boston & Maine Railroad, with service projected on approximately 500 miles of main line and branch line, was announced recently. The first cars of an order for twelve motor-rail-cars and five auxiliary coaches, involving an expenditure of nearly half a million dollars, are now en route, and will be ready for operation shortly. This order is one of the largest ever placed by any railroad for equipment of this type.

This new equipment is to supplement steam trains to an extent which is said to represent an advance over present practise. Faster and more frequent schedules will be possible eventually.

"On branch lines, it is said, the motor-rail-car provides no real solution of the problem. Motor-coach and motor-truck service on the highways is proposed as the only means of substantial economies on such lines where any new service is warranted."

FOOLING THE COAL-DEALER WITH A FAN

THE USE OF AN ELECTRIC FAN with soft-coal fuel is suggested as a substitute for anthracite by Clark Allis, of Medina, New York, who remarks that the blower "blows away the blues," and adds: "I do not sell blowers." The cost of running the blower is said to be insignificant compared to the saving in coal bills. Writes Mr. Allis to *The Democrat and Chronicle* (Rochester, N. Y.):

"There seems to be no end to electrical appliances for homes, and when once in use, one wonders how we lived without them. One of the valuable electric helps is the fan to keep us cool in summer, but the fan or blower for the heating apparatus is now proving of more value, as it gives needed draft and consumes the coal much better than without the fan.

"We had all gotten into the idea hard coal, with its price going higher and higher every year, and its ever-increasing volume of slate or near slate, was the only fuel we could burn. After we had shoveled this stuff into the furnace, we had nearly as large and heavy a crop of ashes as we had shoveled coal into our heating plant. This ash heap had cost good money to fill our coal-bins and cost good money and hard work to get it out of our cellars, and is an added burden and expense to the cost of garbage collecting, as cities as well as persons have to pay for collecting and hauling ashes.

"Semihard coal or smokeless soft coal is much lower in price, and contains more heat units and burns up much better and does not leave one-quarter as much ashes as does the anthracite coal. Some kinds of semihard coal keep fire better and longer than hard coal.

"After a little experience in firing, one learns to never cover up all the live fire, for this semihard coal does not give off any more smoke than hard coal if there is a chance for the open fire to consume the gases as they arise. The only reason why this soft coal has not proved to be acceptable for the heating of homes is because more draft is required than for hard coal. This is where the electric blower has proved so successful. The cost of electricity per day for a blower is but a few cents, almost nothing, but its use gives draft enough so the cheaper grades of hard coal, like the buckwheat and pea, or mine-run, or lumps of semihard coal can be used. One does not need to poke and shake the fire all the time where a blower is used. This saves much coal and makes a big saving in the bill for heating and reduces the volume of ashes.

"The use of the blower will lead to the use of lower-priced coal. After seeing how much can be saved by using these cheaper grades of coal, every one will wonder why they were so tied up to the expensive hard coal, and will be ready to say 'thank you' to the hard-coal strikers and operators who are causing so much discomfort just now.

"I used mine-run Pocohantas for two winters, and liked it. The semihard coal I am now using has no smoke, and we get about two bushels of ashes per week from our steam plant."

WHY FABRICS FADE

WHY DO SOME DYED FABRICS lose their luster in storage or during shipment? This, says George Rice, writing in *The American Exporter* (New York), has puzzled all but the expert colorist for a long time. With the demand for color effects in all kinds of habiliments, the fading of the dye has assumed greater significance. He goes on:

"It is easy to understand why a fabric dyed with inferior dyestuffs or by inefficient colorists may become fugitive. Or if the dyed material is exposed too long to the rays of the sun, or subjected to too intensive washing with strong scouring ingredients, fading can be accounted for. Or if the dyed material is shoddy, or cotton dyed on the woolen principle, fastness of color can not be expected. But when the cloth or garment is dyed with superior dyes and chemicals, by experienced colorists, according to the most approved methods, and the fabric is not overexposed to light or alkali-cleansing liquids, and is made up of virgin wool, pure silk or other fiber capable of retaining the color, and fading takes place after it leaves the dye house, even the experts are often at loss for a satisfactory explanation.

"There are three principal reasons for the fading of dyed materials after they leave the mill: 1, the failure of the dye; 2, the employment of certain materials in the fabric; 3, bacteriological action.

"It has long since been established that whenever a dyed fabric changes color when exposed to the light such action is due to the absorption of certain light-rays, resulting in an oscillation of the molecule of the dye. If those rays are absent in any form of light, there will not be an effective reaction of the dyestuff molecules, and a satisfactory test will not result.

"In order to reproduce the action of sunlight on dyed materials, two types of light are necessary, one of which should have long-waved rays and the other short-waved rays of light.

"The waves must be of sufficient intensity in the visible and invisible parts of the spectrum to produce an effect on the dye structure. Such waves are present in natural sunlight but are usually only partly present in artificial lights. Hence when a dyed fabric is tested by a carbon light or violet-ray light, the color may hold. But when subjected to the action of sunlight the same color will succumb.

"A color known in the manufacturing industry as malachite green can be decolorized if exposed long enough to the effects of a strong electric arc light only to be reclaimed to nearly its former brilliancy when exposed to natural light. The light-rays of the one set up a certain intramolecular vibration which causes a failure of the dye. The light-rays of the other correct this condition and the original color returns."

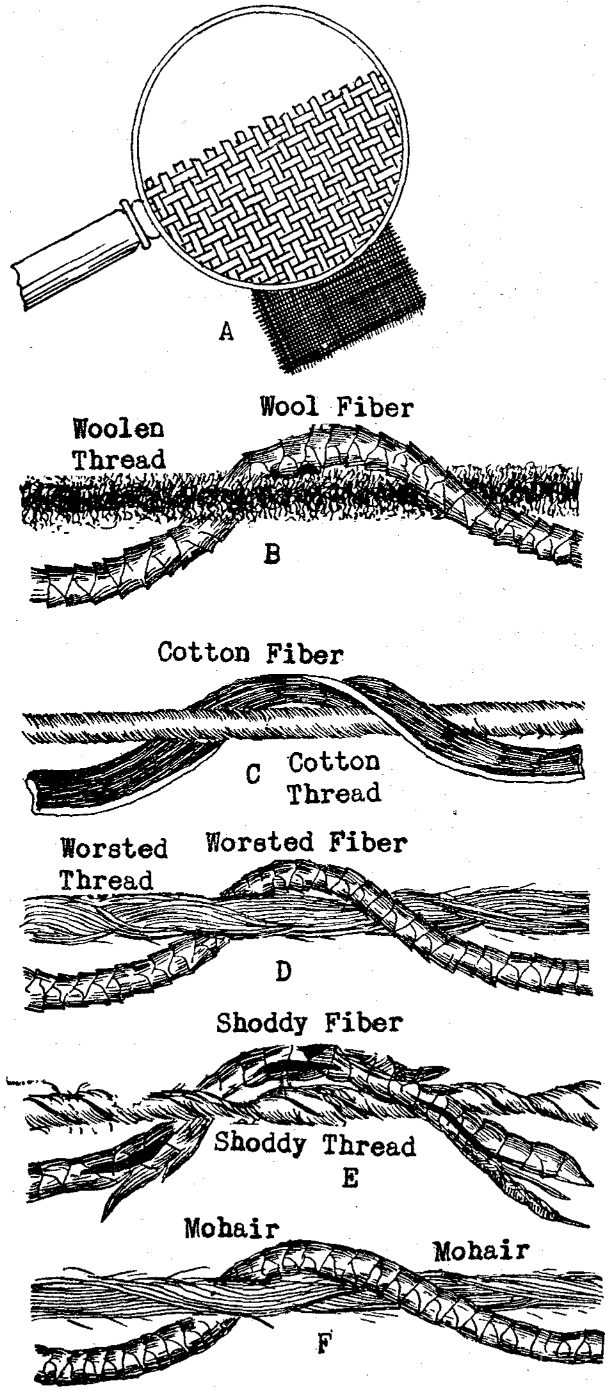
The second reason for fading is the nature of the fibrous materials employed in the manufacture of yarn. In years past the main fibrous materials consisted of wool, cotton, silk, flax or waste stock made into shoddy. At present there are several kinds of synthetic fibrous materials manufactured from the pulp of wood, cotton or rags, some of which rival the genuine article in luster, feel, strength and general physical qualities. To quote again:

"As no dyestuff is used in white woolen cloth, the fading which frequently occurs is somewhat different from the change of color by action of light or chemical or solvent.

"Even if not exposed to sunlight, the heat of the sun or heat from other sources can affect white woolen by causing a partial oxidation of the fiber or may act on the wool fats which may not have been thoroughly removed and cause a yellowing or darkening in appearance. Heat can also act on the fiber structure, causing partial destruction. Air conditions cause fading of white woolen or colored fabrics, as in the case of abnormally dry or moist air, or air containing gases or alkali from the street dust.

"A great deal depends upon the physical and chemical properties of the fiber itself. In the case of colors dyed on wool the size of the dyestuff molecule is much increased and the fastness of the color is thereby enhanced owing to the chemical reaction which takes place. The dyeing of cotton fabrics is more of a physical action in which the size of the dyestuff molecule is not materially increased and consequently the stabilizing effect produced with wool is absent, and the color is more likely to be fugitive. An examination of the microscopically enlarged fibers of the different species used in the manufacture of cloth shown in the accompanying illustration will give one an idea of their physical structure.

"If a piece of cloth is examined through a glass, the fine texture will be enlarged sufficiently to show the physical composition of the threads in the weave, but will not help in determining the nature of the individual fiber structure. If a thread is drawn from the sample and it looks like the thread shown in the drawing, it can be classed as a wool.



WHAT THE MAGNIFYING GLASS REVEALS

Each thread confesses its character.

"An apparently entangled arrangement of filaments forms the basis of woolen yarn, yet there is order in the plan, for the filaments are systematically crossed and recrossed in the carding and spinning so that a firm thread results. Woolen stuffs have a greater affinity for dyes than some other textiles because of the natural structure of the fiber, which is coated with scales or serrations equipped to absorb and retain the coloring substances.

"The cotton fiber, in its normal state is short, fine, and brittle, possessing the appearance of a flattened and somewhat twisted tube or ribbon when examined beneath a powerful glass. There is a hollow condition extending through the healthy cotton fiber which is capable of absorbing dyestuffs. When the fiber is not fully matured or deceased the interior channel is closed and no dye can enter. There are no scales on the surface as in wool.

"Worsted is, of course, wool, but as it is the best part of wool it can retain dyes better than the ordinary woolen fiber.

"Worsted is the best part of wool because all of the short, curly, coarse and unsatisfactory fibers have been combed out of it, leaving only the long, lustrous, straight and fine filaments. These specially combed fibers are then spun in a parallel order so that a better refraction of light results and hence the worsted fabric possesses a higher degree of luster than the woolen.

"Then there are the remanufactured yarns and fibers, commonly called shoddy or mungo, because of their somewhat broken condition, as may be seen in the enlarged drawing. Shoddy was once cloth, yarn or waste in some form, and in order to use it again it has to be reduced to a fiber condition by the metal points of grinding and carding machines, which processes necessarily mar and cut the fiber structure so that indentures and splits are caused as shown. A more or less irregularly formed thread will be made from such stock. The broken nature of the staple will also have an effect on the dye-retaining qualities so that the color will be more fugitive than on virgin wool. If the shoddy was made from old material containing cotton as well as wool, and if the cotton portion was eliminated by a sulfuric-acid bath, which carbonizes vegetable fiber without injuring animal fiber, the dyed color may be affected by the carbonizing process and tend to fade.

"Of all the fibers in use for clothing, upholstery fabrics, carpets, draperies, blankets and similar fabrics, mohair is the most brilliant. Its natural luster makes it available for light-weight suits, shawls and a wide range of textures. It is practically a woolen fiber, possessing nearly all of the weaving and knitting properties of wool and its dye absorbing and retaining qualities.

"The surface of the fiber is serrated like the product of sheep, mohair coming from the angora goat; and it ought to be called mowool, as it is more wool than hair. A spun mohair thread closely resembles a spun worsted thread when magnified.

"Real silk fibers, when enlarged by a microscope, look like transparent glass rods with few surface creases. Of all the fibers of the textile field, silk of the silkworm possesses the greatest dye-absorbing ability. Silk will absorb practically every particle of dye from a dye bath.

MEASURING HEIGHT BY ELECTRICITY—A new instrument which measures altitude electrically, about eight times as accurately as the ordinary barometer, to a height of at least one mile, has been devised by Drs. Huguenard, Magnan and Planiol, French physicists, and was recently shown before the Paris Academy of Sciences, we are told by Science Service's *Daily Science News Bulletin* (Washington). We read:

"The apparatus is based on the fact that a heated object cools off much more quickly in dense air than in very thin air or near-vacuum, because in a near-vacuum there is very little matter to conduct or convey the heat away. The density of air depends on the altitude, so that an instrument that will measure air density will also give a measure of the altitude. The device consists of a wire of great resistance, so that when an electric current is passed through a high temperature can be obtained. Heat is immediately lost by radiation, convection currents in the air, and to a certain extent by conduction. After each of these leaks has done what it can, the temperature of the wire has reached equilibrium; and when once this balance is attained, changes in the temperature of the wire will be due to changes in the density of the surrounding air. When the wire is made of a metal whose specific heat is known, the measure of its resistance to an electrical current can be used to determine how hot it should get; and from that the density of the surrounding atmosphere can be deduced. It is a well-known fact that the electrical resistance of the wire itself changes with the temperature. A variation in the density of the air will therefore cause a variation in the intensity of the electric current; and this fluctuation can be used to measure the altitude, since the density varies according to the distance above sea-level."

A PROFESSOR OF PLUMBING

THE ESTABLISHMENT of the Theodore Ahrens Professorship in Plumbing, Heating and Ventilating at the Carnegie Institute of Technology, Pittsburgh, is attracting no little attention from the daily press. The significance of this professorship, writes Clifford B. Connelley, the Institute's Director of Industrial Relations, in a letter to THE DIGEST, is manifold. Of first rank, in his opinion, is its general relation to plumbing, heating and ventilating, which have come to be among the most vital factors in American life. "I need not tell you," he goes on, "that the United States far outranks the rest of the world in the development and application of these essentials. Now, the next great step comes within view. Whereas these factors have developed somewhat according to rule-of-thumb and without the application of scientific methods and principles, this professorship means the application of the heretofore neglected science. It will tend to put the plumbing, heating and ventilating industries on a higher plane and further develop their usefulness to the American public. On first thought, the application of a professorship to the term 'plumbing' may seem unusual, but to one who knows the situation, it is a very happy one. This professorship has a most important relation to the future development of technical education, inasmuch as it is the first time that such an industrial endowment has been made to any institution. The thought that inspired it may, in turn, inspire other industrial leaders in various important lines to do likewise."

THEODORE AHRENS
Who makes plumbing one of the fine arts, with a college chair, a professor, endowment, and everything.

The idea of a chair of plumbing strikes us oddly at first, remarks the Pittsburgh *Post*, accustomed as we are to associating university professorships with the pure sciences and the liberal arts. But this is a practical age, and an age of specialization. And it can be predicted that the new chair will be as productive of good as many of the chairs in the older academic subjects. This paper says elsewhere:

"Two permanent scholarships in the plumbing, heating and ventilating course, each valued at $500, will become available to students at Carnegie next year through the National Association of Master Plumbers and the women's auxiliary to that organization. As chairman of a city commission, Ahrens cooperated with the board of public education to inaugurate the teaching of plumbing in the public schools. He was instrumental in making it possible for 164 apprentice plumbers to receive four hours of instruction every week at the Grant school. He has given Louisville, Kentucky, a $250,000 institution known as the Theodore Ahrens Trade School, and has cooperated with similar enterprises in Baltimore, Cincinnati, New Orleans and other cities.

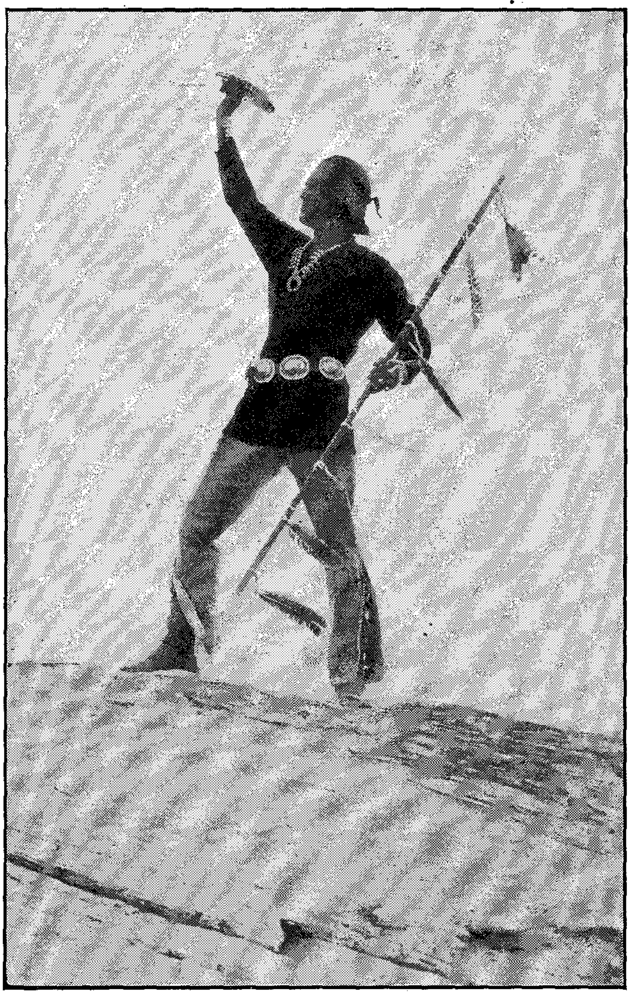
"Ahrens was born in Baltimore sixty-six years ago, and received his early education in the schools of Louisville. When thirteen years old he went to work in his father's brass works, learning the trade of brass molder and finisher. After working at his trade for several years he entered the manufacturing business, and in 1900 his firm consolidated with nine other concerns under the name of the Standard Sanitary Manufacturing Company, of which he has been the president since its organization."

LETTERS AND ART

LITERATURE DRAMA MUSIC FINE-ARTS EDUCATION CULTURE

AN INDIAN EPIC IN THE MOVIES

AMERICAN HISTORY IS BEING WELL SERVED by the movie called "The Vanishing American," and the Government also, if "faithful are the wounds of a friend," tho perhaps this is the first time the picture play has posed as the critic of the Government. The story of the American Indian can not be told without bringing the blush of shame to the present lords of this continent; and the only criticism that might be made of the current picture version is that the subject is greater than the treatment. Mr. Quinn Martin, of the New York *World*, calls this new Famous Players-Lasky production "one of the really great picture plays of all time, and certainly from the standpoint of importance in an educational way it has not been equaled." "The Covered Wagon," which gained such deserved popularity, should, in Mr. Martin's judgment, "take a second place in this small group of strictly American cinemas." "In dramatic power and in picturesque background and mounting," he declares, "it surpasses the James Cruze play of the wagon train and the gold rush." The history of the Indian from the days when he was sole lord of this creation on to the time of the intrusion of the first Spanish invaders is imaginatively set forth. Then a long jump is made to the time when the Indian, crowded back to the infertile plains and rocky fastnesses of our Western land, the victim of incompetent or criminal Indian agents, is called upon to bear his share in the country's burden of the Great War. His reward is seen to be the neglect and indifference of his fatherland and the despoiling of his land and crops that his absence on the battle-field left unprotected from scheming overlords. Of the first section Richard Watts, Jr., writes in the New York *Herald Tribune:*



AN INDIAN'S PRAYER

Richard Dix, playing the hero of the film, "The Vanishing American," stands on an elevation and tears a feather from his staff to cast up on the winds, each feather bearing a prayer to the Great Spirit.

"Certainly the photoplay has reached no higher point in the development of its potentialities for the creation of a broad, sweeping flow of narrative against a huge and colorful background, united in a theme of magnitude and tragic grandeur, than is to be found in the first third of 'The Vanishing American.' It is probably no less than a matter of simple justice that the photoplay, which has used the American Indian so long and strenuously for the purposes of villainy, should now do the right thing for the red man by making him the hero of its most austere try at epic tragedy. Assuredly, it was a wise thing, for in the passing of a once mighty race there is perhaps the one great tragic theme of American history, and it is in such material that you find the stuff of epics.

"As long as the picture continues in the vein of the opening scenes it approaches greatness. Its tracing in broad, rapid strokes of the history of the Indian from that dim, bygone day when he overthrew the cliff-dwellers and set himself up in the land in all the pride of his conquest, down through that later day when the new conqueror arrived under the banner of Spain is probably unsurpassed in the history of the motion-picture for its combination of tragic grandeur and wild scenic beauty.

"Particularly fine is this section of the picture because, in addition to beauty and grandeur and sweep of narrative, it adds an Olympian understanding of its theme. It never gets hysterical over the tragedy. It realizes that it deals with great natural forces, that it is demonstrating, as it quotes on screen and program, the words of Herbert Spencer that 'we have unmistakable proof that throughout all past time there has been a ceaseless devouring of the weak by the strong—a survival of the fittest.' And so, throughout this first section, it never commits the stupidity of reducing its people to heroes and villains. It is the tragedy of natural forces, not of melodramatic human evil, that is celebrated."

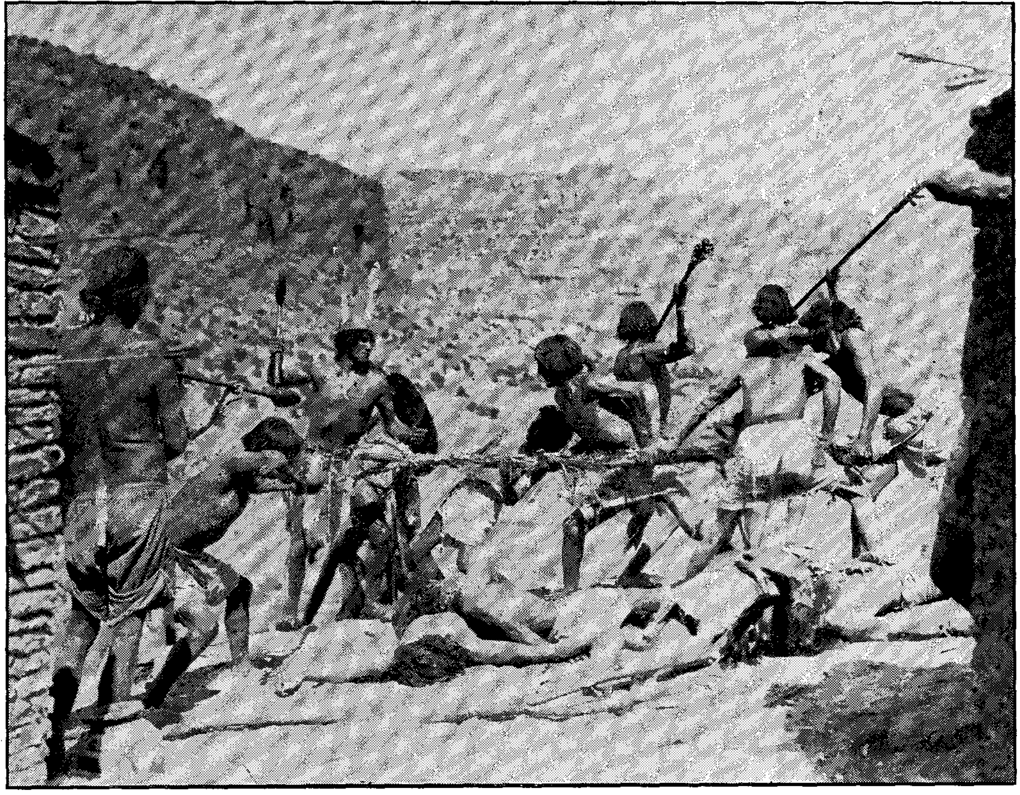
This film, treating "the fate of a race rather than an individual hero," shows, as Mr. Watts points out, "how possible it is to do without the routine hero." As was proven in the film called "Grass," of which we gave our readers an account, "The Vanishing American" shows that "the cinema is broad enough to make interesting man in the mass, as well as man the individual." These comments apply to the first part; but the second seems to Mr. Watts to amount to anti-climax:

"The inserted story is proved by the earlier portions of the picture to be unnecessary, and when, in addition, the tale turns out to be commonplace sentimental hokum, the entire film is given an air of the ordinary that is undeserved.

"Zane Grey is the author of the injected plot, and his story reveals all the weaknesses that have made a fortune for him. There is no denying the excellence of Mr. Grey's motives, nor his love and sympathy for the Indians and for the magnificent, rugged canyon country he has chosen for his scene. And there is no denying him credit for recognizing the fact that he was writing tragedy, and then carrying it to its logical conclusion, without endeavoring to bring about a happy ending for his Indian hero.

"But the story undoubtedly loses force through the simplification of its characters into extreme hero and villain. All of that fine aloofness of the opening sections is destroyed and for a time 'The Vanishing American' becomes just another motion-picture. Two factors save it to a certain extent—the author's recognition of the irony of the Indians going off to war to fight for their oppressors, and the maintenance of the tragic themes in his plot. But even these virtues can not change the fact that a magnificent picture is cheapened and given a tinge of the commonplace by the introduction of unnecessary, conventional Western melodrama.

"I have two other objections to the plot Mr. Grey has devised, but they are, perhaps, minor and purely personal. Interested as he is in the cause of the Indians and justly indignant as he proves himself at their oppression, he is not above trying to soothe both sides. He never ceases his endeavors to make clear that any injustices the Indian may suffer are not to be blamed on the great and good Government in Washington. And at the very end, he must make his hero the great reconciler. I would have admired the Indian more if he had gone out to fight and die with his people in that last pitiful revolt, rather than to make his desperate efforts at the task of peacemaker. But, as I have said, both of these criticisms are insignificant ones."



ATTACK ON THE CLIFF DWELLERS

A scene of aboriginal American life before the white man came to these shores.

Not quite so mordant a critic of the second part, tho, is Mr. Quinn Martin:

"A true story has been written by Zane Grey, and the faithfulness of the characters and settings at the Criterion do much to raise it to the heights of beauty which it attains.

"No shiny-coated, well-fed horses pull the plows of these plodding Redmen; no glistening steeds nor polished saddles carry these heroes of the plains and mountains into battle and in search of provisions. Instead, the horses are in almost every instance the small-backed, thin-stomached, rib-protruding beasts with savage little eyes, the only horses which these hardy pioneers in the great Southwest ever knew.

"In the various speeding scenes, which extend in period from the first invasion of the soldiers of New Spain up to the early years of the World War, Indians, themselves, act parts of considerable importance. Indian babies play Indian baby rôles, and in one case a child so young it could not speak plainly was required in several minutes of camera close-ups, and it is one of the favorite stories of Mr. Seitz—that of the tedious time experienced in feeding the little Redskin chocolate candies between scenes in order to keep it good-humored and awake.

"Romantically, 'The Vanishing American' seems to me to be the most finished and believable piece of work ever woven into a picture play of such vast proportions. There is an amazing economy of non-essentials. Almost every moment of it you believe. This is true because almost every foot of its action might very well have happened. And most of it actually did happen."

INTELLECTUAL RAPPROCHEMENTS WITH GERMANY

HOWEVER BITTERLY "THE INTELLECTUALS" of contending countries fought their country's battles during the war they find it easier than politicians to sheathe the sword. Yet Germany feels that the Western nations still maintain a boycott against German intellectuals, and Professor Karo of Halle University, a noted archeologist, has published a brochure on "The Intellectual War Against Germany." The London *Observer* undertakes to show that there is no such war, and it quotes first of all the reply to the pamphlet issued by the French Minister of Education, M. de Monzie:

"Our point of view remains unchanged. It is still the same one outlined by Lamartine in his 'History of the Girondists,' when he spoke of that passion for the Universal with which the French were filled at the first revolution: 'The constitutional assembly had taken good care not to set up the standpoints taken by itself as boundary-posts of France's marches and to compress the world-embracing feeling and thinking of the French Revolution into a narrow-minded patriotism.' If our powers of expression no longer have the greatness of those times, we are still free-traders in human thought. Even after the war? Yes, and even more than before the war. Even toward Germany? Yes, toward Germany as toward all other peoples of the earth, according to Herriot's fine phrase: 'Without exception and without preference. Because of this we desired to offer a seat to a German in the International Institute for Intellectual Cooperation. (July, 1925.)

"The smell of the slaughter-house still hangs dankly over the western atmosphere; can one wonder that in our learned institute there is individual opposition toward renewing German connections, that an inimical feeling prevails toward an eventual meeting with Germans? How can one demand of Governments that they exercise a police régime over hearts, and practise severe discipline over mourning souls? Professor Karo had scarcely the right to formulate such exact demands at a moment in which he complains of French bad faith, and closes with words which are not quite free from a mental 'Wille zur Macht.'

"I am anxious to state plainly that, according to instructions I have given, all German scientific men, artists, and authors are to be offered fullest opportunity to attend all our congresses and our institutes. I declare that their persons, their publications, and their cooperation will be sure of the fullest protection. It is their duty to be considerate of the justifiable sensitiveness of their hearers, so as to call for no involuntary counter-movements, which I can neither foresee nor prevent.

In any case, their reception by all university corporations will take place in the spirit of good European comradeship.

"I regret having no official opportunity of making these explanations."

M. de Monzie has exprest a wish to inaugurate a festival in Berlin to be shared by German and French intellectuals, and thus endeavor to bridge the gulf. *The Observer* gives a brief review of the pro-German relations of countries:

> "In Italy there is as yet no definitely resumed cooperation between Germans and Italian intellectuals, altho isolated invitations have been given to German professors.
>
> "England, whose attitude has been oddly divided, stands out so far as the country where German students are warmly welcomed and given personal invitations outside the particular courses they are taking, while Germans have not forgotten that as far back as 1920 the theologist Ernst Troeltsch was prevented by an untimely death from being the first German to lecture publicly in London and Oxford after the war. As many as forty Germans were present at the 1923 conference of philologists in Edinburgh. The decision of the British Association as to the invitation of German scientists to next year's meeting will be watched with unusual interest.
>
> "But it is America which is unique in being the one country which allowed no rupture to take place between the men of letters as distinct from the men who made the war. However strong anti-German views have been exprest in individual American quarters, they have never been 'official' enough to prevent an invitation being sent to a German professor to come and take up a year's residence and lectureship or to give a series of very well-paid lectures. The Rockefeller Institute has sent for many young German research workers since 1920, and the Emergency Society of Columbia University has helped to keep alive many German scientific publications which would otherwise have died during the paper-mark period. Invitations have already been sent to Germany for the Philosophy Congress which will be held in the United States next year."

THE COVER—California, with its mountains and valleys, its trees and its flower-bedecked slopes, all are subsumed in the painting which is reproduced for our cover from the brush of Benjamin C. Brown. Mr. Brown is a resident of Pasadena, and his brush is occupied winter and summer in recording the changing moods of that much-vaunted climate. Mr. Brown was born in Marion, Arkansas, and early took to art. In his youth he studied in Paris at the famous Julien Academy and under John Paul Laurens and Benjamin Constant. Beginning as a portrait painter he turned later to landscape and etching, but in the last twenty years he has painted California, up and down its coast and into the land of the high Sierras. As Mary Isabell Wright describes him in *California Life:*

> "California sunshine is pigment for his brush. His pictures sparkle with it, and one may almost feel the tang of the morning and evening cool that pervades his sun-bathed mountain-peaks. Life and color vibrate on his landscapes. There is a joyousness in his field of yellow poppies and nodding blue lupin, and a majesty in the mountains rising beyond the stately trees. No scene is painted with a narrow vision."

THE COMPOSER OF "FINLANDIA"

ONE COMPOSITION OF JEAN SIBELIUS is frequent on orchestra programs—"Finlandia." The man himself was a year or two ago expected to arrive here from his native Finland to take a personal part in our musical life, but his illness deprived us of this privilege. He still remains a man comparatively unknown, and the inclusion of his Fifth Symphony in a recent program of the Philadelphia orchestra under Mr. Stokowski leads Mr. Olin Downes of the New York *Times* to ponder his status. Mr. Downes has more than once marveled, he says, "why, in a period when every Tom, Dick and Harry of modern music is gladly given a hearing, the symphonies of Sibelius, the most heroic spirit in the music of to-day, go so generally ignored." From posing this query Mr. Downes passes to a consideration of the composer himself:

INDIAN TYPES OF TO-DAY

Who assumed the rôle of actors in the film of "The Vanishing American."

> "Is it that neither conductors nor audience want the expression of a great and simple man in music? Is it that conductors establish a fashion and audiences follow the conductors? Or is it merely because audiences, having been left generally in ignorance of the quality of Sibelius, do not know how desirable it would be to add his works to the repertory?
>
> "This much is certain: Sibelius is not a composer who is easy to play, or who writes in a picturesque manner for the virtuoso conductor. There is no padding, only meaning, in his music. He has written five symphonies, and a sixth was announced for performance in England this fall. He has produced symphonic poems of much importance. His position is unique, totally distinct from that of any other composer of this age. The originality and power of his music, so often as it is vouchsafed a hearing, grow upon us. The later symphonies differ markedly in their qualities from the earlier ones. The earlier ones are heroic, dramatic, and are also characterized by mighty landscape painting. There is the shock of battle, the crying of winds, the roar of surf.
>
> "In these works the instrumentation of Sibelius, as Philip Hale once remarked, is as nature's instrumentation of a tempest. The early works also are more legendary and racial than personal in their character. But in the Fourth and Fifth Symphonies Sibelius has become extremely introspective, more distinguished and uncompromisingly individual in his style, more solitary and

oblivious of all the world in his expression. The Fourth Symphony is a grim and bitter soliloquy. The Fifth Symphony is by comparison more lyrical and frankly emotional. It is the last word in economy and simplicity of material, and a magnificent illustration of what a master can do with the smallest means."

The Fifth Symphony is interpreted by Samuel Chotzinoff, the new critic of the New York *World*, in terms of the composer's personality:

"Sibelius is a Finn—Finland is a grave and bleak country—therefore the music of Sibelius is always bleak and grave. Mr. Gilman points out that the Fifth Symphony drew from London critics an avalanche of such adjectives as would ordinarily be used in describing a Northern country. The composition was 'dour,' 'bleak,' 'harsh,' 'rugged,' 'cold,' and 'lonely.'

"As a matter of fact, these no more aptly describe the music of Sibelius any more than they describe Finland. Both Mr. Sibelius and his native land are at times bleak and harsh, and the rest of it, but they are also at times genial. Anyway, a work of art must possess other characteristics besides coolness or geniality to merit serious consideration.

"In this symphony, as in his others, Sibelius poses and develops musically what might be translated, if music can be translated at all, as the tragic mood. There is no mistaking this mood, even if one is averse to tagging it in so many words. This tragic vein permeates whatever he writes. It is not always on the surface. Sometimes it runs imperceptibly underneath passages of apparent calm, while at other times it spreads itself into the veins of pages of music.

"It is bleak and lonely, but it is not the bleakness and loneliness of a scene. It is the severe and unmerciful loneliness of an attitude—Mr. Sibelius's attitude toward the unfathomable riddle of life—and like all true artists he doesn't attempt a solution.

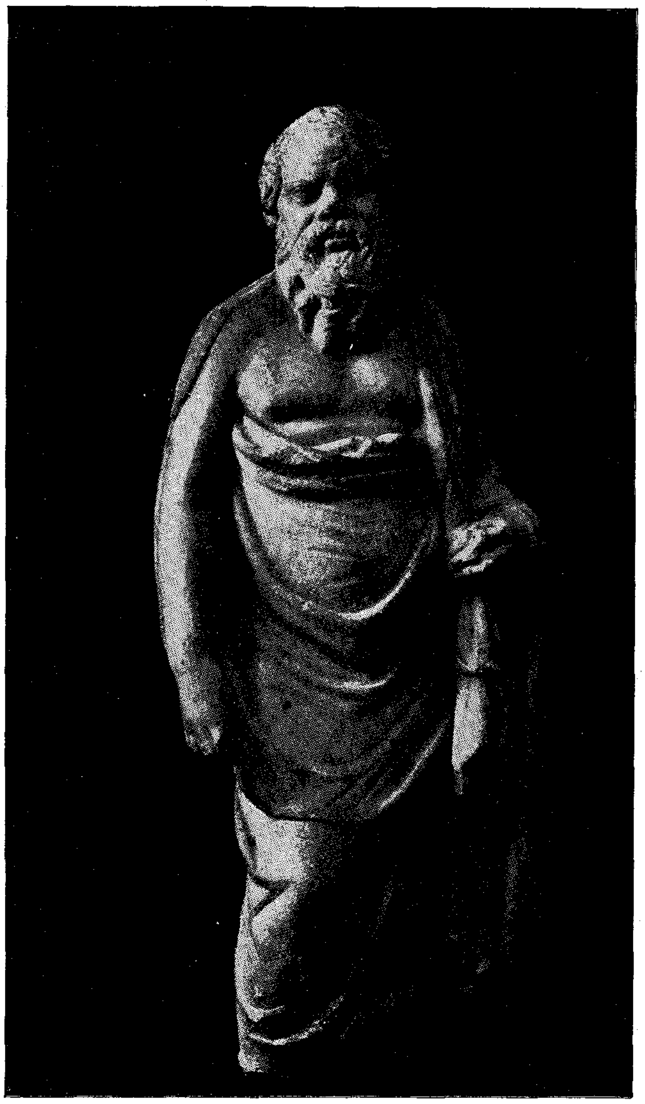
"You might say that this is not so, that Beethoven did attempt and achieve a solution in his Fifth Symphony, but it seems to me that the finale of Beethoven's fifth with its deliriously joyous finish is really not a solution but only a change of attitude, a shirking of the riddle. Sibelius does not choose to change his attitude, or it may be that he was incapable of leaving it and following another tack. His symphony goes on bitterly and, perhaps, hopelessly, to the very end, and the last Allegro Molto seemed to me last night the height of unflinching, heroic misanthropy."

Mr. Downes makes this general comment:

"Significantly enough, since the war, there has been a cry among groups of extremely sophisticated European composers for a return to simplicity and to certain classical qualities of line and form. It is a demand that has been anticipated by Sibelius, always far from the sensuality and impressionism that had been predominant features of modern music for half a century. He has attained, in works of astonishing simplicity, much of the very transparency and abnegation of sentimentality that the others are talking about, while he fills his forms with a large, noble utterance and a quality of primeval nature of which decadent Europe of to-day is incapable."

SOCRATES OR SILENUS

PORTRAITURE IN THE MODERN SENSE was an ideal in art unknown to the ancients. They fashioned their busts of famous men after the ideal in which they conceived their gods. Flesh was transitory, the gods were eternal. This was a thesis defended by a German writer in *The Dial* (New York) of a few months since; and if this is so the statuette of Socrates, newly acquired by the British Museum, can not fulfil all the conditions claimed for it of showing the philosopher as he was known to his contemporaries. The statue is supposed to have been executed at least a century after Socrates's death, and if the German theory is correct, he must have figured as something of a Silenus to his fellow Greeks But the London *Telegraph* puts his case differently:



Courtesy of the British Museum

"A SILENUS, A SATYR TO LOOK AT"

A statue of Socrates, of the fourth century, which is taken to represent the philosopher as his contemporaries knew him.

"No other philosopher since the world began has so interested the natural man. There are not a few whose philosophies have had a greater influence upon the fortunes of humanity or more profoundly affected human thought. But who now knows or cares what Aristotle was like, or how Zeno talked, or what were the domestic affairs of Epicurus? These names mean system and ideas, but Socrates is still a man. Martyrdom, to be sure, goes for something, but other philosophers have died for the faith that was in them, and failed to interest posterity. Socrates commands reverence and affection from thousands who have not gone far either in philosophy or Greek. He had the advantage of a disciple of literary genius. Whether the Socrates in Plato was, even at first, a faithful portrait, may be disputed, but there is no doubt about the power and the fascination. Yet a cynic has been heard to say that the world would never have been interested in Socrates if he had not been so ugly. Good looks in a man will do little for his fame.

"True, the common, indifferent plainness is obviously no distinction. But let it get about that a great man's countenance was a grotesque, and everybody has a kindly feeling for him. Such, upon this cynical theory, is the popular interest in Socrates. But it needs much qualification and development to be persuasive. Socrates, as Plato tells us, was a Silenus, a satyr, to look at. He was short, he was pot-bellied and fat of neck, his eyes stuck out and his nose turned up, he had a big mouth and loose lips. Such is the face we know from the busts of the Roman age. But it is not as a figure of fun that we imagine him. We think not only of the satyr face, but of the man who went shoeless and shirtless all the year round, who lived harder than a slave, who wandered about Athens asking everybody questions, who had trances and visions, who would always do what other men had not thought of, whether it was standing fast when the rest of the Army ran away, or defying the voice of the people, or disobeying the orders of a tyrant. They say that in this new statuette the well-known features, tho unsoftened, are not grotesque, but show a keen intelligence. Since the style of the work is rather realistic, as we should expect of the fourth century, it may therefore be a faithful portrait."

RELIGION AND SOCIAL SERVICE

WOMEN AND THE WEED

THE SMOKE FROM BRYN MAWR'S PUFFS has been wafted to all parts of the country, causing various exhalations of regret, resignation and commendation. But the action of the Bryn Mawr authorities in lifting the ban against the cigaret does not seem to have changed custom elsewhere, according to surveys by the Associated Press. In the Middle West, we are told, smoking by college girls "simply isn't being done." In the West it is said to be more or less frowned on and is not a particular problem, while in the South cigaret-smoking by girl students is reported to be generally tabu and prohibition by rule unnecessary.

Keystone View photograph

SANCTIONS GIRLS SMOKING

Dr. Marion Edwards Park, president of Bryn Mawr, who agrees with the Students' Self-Government Association "that no democracy can keep on its books a regulation which stands apart from its other regulations in that it is no longer resting solidly on intelligent public opinion."

Bryn Mawr lifted the twenty-eight-year-old ban against cigarets, we read, on petition of the Self-Government Association, a student organization, that smoking be permitted under certain restrictions. Miss Frances Jay, of New York, president of the Association, points out, we are told, that a questionnaire had proved that fewer than half the girls in the college smoke, but that those who do not use cigarets favor raising the ban because they feel that they should not deny the privilege to others. In granting the petition, Dr. Marion Edwards Park, president of the college, declares, we read, that she recognizes that a change in the attitude toward smoking by women has come in the last twenty-five years, and she is quoted as saying, "a regulation prohibiting smoking can no longer depend on the authority of conscience and convention which made up public opinion, and it is no longer effective in a self-governing commonwealth." Further, she agrees with "the overwhelming majority of the Self-Government Association, a majority made up of many students who do not smoke themselves, or wish to smoke, that no democracy can keep on its books a regulation which stands apart from its other regulations in that it is no longer resting solidly on intelligent public opinion." Smoking-rooms, therefore, are to be provided in each hall of residence, and students, we read, will be permitted to smoke on the lower athletic field when games are not in progress. "And half the attraction of it," comments the Chicago *Evening Post* succinctly, "has vanished as a result."

While there is regret that women see fit to take man's "vices" with his privileges, there is also some agreement with Dr. Park's view that in this case convention must conform to custom. "Colleges are presumed to promote intellectual honesty, and Bryn Mawr has shown that it is honest, to say the least," observes the Utica *Press*, and the Philadelphia *Bulletin* thinks that Dr. Park's reasoning is sound—that "the experience of every college head is that an unenforceable regulation leads to the formation of secret practises which glorify the supposed evil and tend to weaken other discipline." "If smoking among women is as widely prevalent as it is supposed to be, there will be a certain number of students who will smoke in spite of regulations," believes the Pittsburgh *Gazette Times*. "It is better that they smoke openly rather than secretly." And, comments the New York *Times*, "precisely as an unintelligent and tyrannous law incites illegality, so sensible regulation discourages it. In brief, what was once a feat of defiance becomes rather a bore, the thrilling conclave of old a breach of student good faith. The last spark of adventure is doused in the clandestine cigaret." Some of the alumnæ of Bryn Mawr are quoted in the New York *Herald Tribune* as being "delighted" with Dr. Park's acquiescence with the request of the student body. Mrs. Warren Thorpe, president of the Bryn Mawr Club, believes, we are told, that most of the alumnæ will approve the change because it is better to have the girls smoke openly than in secret. The new rule, Mrs. Thorpe intimates, may tend to decrease smoking on the score that it would be less entertaining when not forbidden. Mrs. Alfred Hess, wife of a physician and mother of a student at Bryn Mawr, is quoted as saying that she sees no harm in cigarets for grown girls, but does see "much harm in any sort of prohibition on the conduct of college girls. They should make their own decisions," she says, "and not be held down by rules imposed by others. It is a very sensible position that Dr. Park has taken." However, Miss Mary Towle, Bryn Mawr graduate, now Assistant District Attorney, expresses regret over the new rule. "Smoking," she thinks, "is purely a question of taste, with no moral or ethical elements involved." She dislikes women smoking in public, and "instinctively regrets that it has the indorsement of a college like Bryn Mawr." Some see in the smoking habit among girls merely another "flapper movement," a scorning of the conventions merely for the adventure of it. Taking this view, the Indianapolis *Star* says:

P. & A. photograph

WOULD LIFT SMOKING BAN

Miss Frances Jay, president of Bryn Mawr's Self-Government Association, which petitioned the college authorities for the privilege of smoking.

"This part of the country still looks askance at the one who indulges the habit in public, altho privately the cigaret has long since lost the element of novelty. Young girls think it smart; some women think it bohemian. Others enjoy smoking and see no reason why they should be criticized. Their argument does not readily admit an answer.

"The head of Bryn Mawr has realized that she is dealing with a condition and not a theory. The girls at the college, perhaps 50 per cent. of them at least, have been smoking clandestinely, and in addition to the sport of puffing away at their cigarets probably have derived more pleasure from the fact that they were doing something forbidden by the college rules. If the institution officially sanctions smoking and provides a place where the girls may indulge the habit, it may be spiking the guns of those who clamored for the right partly because it was denied. With a special smoking-room set aside for the smokers, the ban on the use of cigarets elsewhere on the campus likely will be strictly enforced. This plan of handling the situation in that type of college should offer the best way out of a puzzling situation."

But there is a question in the mind of the Syracuse *Post-Standard* whether boys and girls in college should be as free to choose as more adult minds. We should not so confidently accept that position, believes *The Post-Standard*, for—

"Applied to scholarship it would make every freshman free from all required work in college, his course wholly elective. The experiment may conceivably reduce rather than increase smoking in Bryn Mawr. For while it has upon the record a favorable public opinion in Bryn Mawr, where a majority of the students are non-smokers, smoking among women certainly has not the favor of the wider public opinion. The vast majority of women, who have no objection whatever to smoking by men, object to it by the mothers, sisters and daughters. The larger majority of men, altho they are chimneys themselves, object to smoking by their wives, sisters and daughters."

Most persons regard the question not so much as one of right or wrong as one of good taste and bad taste, avers the Pittsburgh *Post*. It is a moral question only as it may affect the health. Yet it is hardly conceivable to *The Post* that any one would desire a woman or girl in whose welfare he is interested to take up smoking. "A passive attitude, an acquiescent attitude, may be taken in regard to it; but no father or mother, no husband, no brother would deliberately set about to persuade a woman member of the family to smoke as he might set about to persuade her to dance or play cards. There is a world of significance in that." As the Buffalo *Evening Post* sees it,

"The pity is that we are neglecting appeal to those spiritual and educational forces which alone can adequately deal with these problems and are resorting exclusively to police powers. The coarsening effect upon young womanhood through the smoking of cigarets, through the exposure of nakedness in public appearance, of overpainting the face and lips, and of petting parties, are everywhere apparent. It may be true that women have the same right as men to drink and smoke and indulge habits peculiar to masculinity, but that means the lowering of the standards of womanhood to the level of the men.

"If those good people—and their names are legion—who want to make the world better would turn their efforts from these measures that invoke the policeman's club and the chastising power of the courts to those educational and moral influences that alone have contributed to the upbuilding of the world, they will have far more success. That is the way Christ worked. It ought to be the way of every Christian to-day."

THE MAGI

By Grace Noll Crowell

THEN

O SCHOLARS and sages and seers of old,
You followed a star at the East's far rim,
You followed, you found Him, you knelt at last
In a low dark stable to worship Him.

The Light of the World, the Shining Way,
The Fountain of Life, and the Daily Bread.
You sought Him with burning eyes, you laid
Your myrrh and gold at a manger bed.

And little children have kept the faith;
Their lifted eyes have followed a star.
Their eager footsteps have found the way
That leads where the mother and baby are.

NOW

O scholars and sages and men called "wise,"
What have you done to Him? What will you do?
Did you lose the way? Did you fail to see
The high white star that was leading you?

Would you darken the face of a little child,
The light in his eyes as a lamp blown out?
O scholars and sages and men called "wise,"
If you could—would you darken the world with doubt?

—*Good Housekeeping* (*New York*).

THE WISDOM OF "FOOLISH" CHRISTMAS GIVING

DO THE WISE THING AT CHRISTMAS by giving "foolishly"—"foolishly" as it may appear to you if you regard gifts as an "exchange," or if you stop to reckon your gift in the cold terms of charity. For there is another sort of charity, a charity of the spirit, which is better exprest in a tin toy than in a ton of coal, which gives for the pure joy of giving and for the joy the gift will bring, which renders unto the child the things which are the child's, which remembers a friend as a friend, which thinks of the poor and needy not in terms of rubber overshoes and flannel "undies," but in terms of human cheer. The gift which is merely useful often lacks the sentiment behind the toy or remembrance which is cheap at any price. That is the kind of sentiment which Edgar A Guest likes to put into his Christmas, and which he recommends to others if they would get as much happiness as he gets out of the year's most blessed season. Mr. Guest, who writes for the plain people and sings them songs of friendship and happiness, likes Christmas, and he surfeits himself with the joy of it. He believes, he writes in *The American Magazine*, in the Christmas gift which the wise outsider considers foolish and useless. For, he says,

"Happiness is born of sentiment. Reason is cold and sometimes cruel, but sentiment is always gentle. Sentiment may be foolish and extravagant, but it believes in Christmas, and it believes in making others happy. It knows that a child will get more joy out of a toy than a pair of rubbers; that an eighteen-year-old girl will rejoice more over a bracelet than a flannel petticoat; that in the breasts of all of us there is the love for pretty baubles and trinkets.

"The woman who poured the cruse of precious ointment upon the head of Jesus was prompted by sentiment. Even the Disciples criticized her extravagance. The ointment, wasted, as they thought, in one demonstration of love, could have been sold for a large sum and the money given to the poor. But the Master rebuked them for their wisdom.

"So, always to do the wise thing at Christmas is not always to make others happy. Christmas is a day for love and peace and happiness, and if toys will make the child happy, and rings and wrist watches and baubles will bring smiles to the faces of others, foolish tho such gifts may seem, I believe in that sort of folly.

"There are three hundred and sixty-four other days for Wisdom to hold sway. It can send the ton of coal to the needy when the last lump in the bin has been put upon the fire. It can buy the rubbers the child ought to have, and the warm mittens and the needed overcoat, before Christmas or after Christmas, and there is no occasion for it to wait for the one day in the year dedicated to love and sentiment.

"At any rate, I would rather show my heart at Christmas than my cool and calculating mind."

Mr. Guest has often wondered, he writes, whether Christmas Day and all that it means would have been lost if Jesus had not been born. It was Christ who gave us Christmas Day, Mr. Guest emphasizes, and

"He taught us the meaning of brotherhood and service for others; He gave us faith to look beyond the grave; but could mankind have existed through all the ages without glimpsing at some time the beauty of unselfishness? Should we have had a Christmas Day by another name and for a less holy purpose? Would men have gone on year after year without finding some excuse for symbolizing love and friendship and good cheer? Before Christ, did men never wish their neighbors well or pay tribute to a friend? Was the human heart so bleak and cold that it never warmed to giving? Did no one find delight in surprizing with some little gift a neighbor's child?

"These questions often come to me at Christmas time, especially when I hear some weary, surfeited person deplore the day.

"'It is only for children,' says the grouch. 'It has lost all its significance. It has become a gift-giving contest. It spreads more sadness than happiness. Poverty is magnified and wealth goes to ridiculous extremes. The giver expects to receive, and the receiver is disappointed in the gift.'

"It is true that the happiness of one sometimes accentuates the misery of another. It is true that men and women do at Christmas time things which are foolish; but when did cold wisdom ever make a person happy? I should not like to live in a world inhabited only by very wise people. I hope never to see a Christmas Day come when it can truly be said that no one has spent more than he could afford, or given anything that is trivial or needless or foolish. A truly sane Christmas would be a most miserable one.

"I like Christmas from beginning to end. I like the planning for it, and the looking forward to it. I like everything about it, even the sadness of it. I like the job of 'bootlegging' the toys into our house, for there are now two pairs of very eager, watchful eyes upon me. I like the laughter and the shrieking of it. I like the Christmas-cards and the Christmas decorations and the Christmas-tree. I like the Christmas cakes and candies and pies and pudding and the Christmas turkey.

"This old heart of mine has some rights in this world. The brain is not everything. Wisdom is not everything. If I must be foolish now and then to be happy, then let me be foolish now and then. To be the wisest man in the world, I would not give up all the pleasure of the world."

Summed up in epigram, "the true spirit of Christmas is not to be wise, but to be kind. It is of love rather than of wisdom," and the people's poet gives us this peep at him when the great day has dawned:

"I am myself a different man on Christmas morning. I wake with a smile, and I go laughing through the day. I shout a greeting to all who pass my door. I speak to people I do not know. The newsboy, the mailman, the milkman, the drivers of wagons, chauffeurs, and all with whom I come in contact receive both courtesy and good-nature from me. I wish them a Merry Christmas and a Happy New Year. And there's no reason for it. Throughout the year I don't wish the plumber and the baker and the grocer a merry Tuesday and a happy next Wednesday! I seldom inquire about their people or their health. But the difference is simple to explain. Throughout the year I am trying to be wise and correct; on Christmas Day I am making the effort to be friendly. . . .

"I like the spirit of Christmas. I like the foolishness of it, and the unwisdom of it. I like the memories it awakens and the tenderness it creates. I like it because I know at Christmas time the wayward son is forgiven and the petty malices of the year are forgotten. Families forget their differences and are reunited, if only for the day. For those happy twenty-four hours we are given a glimpse of what this world might be if we all lived to our best. If but for a year the spirit of the day could be continued, hatred and envy and bitterness might be conquered."

DR. KIRK'S DIFFICULT CHOICE OF KIRKS

IN A PASTOR'S CHOICE New York loses what Baltimore gains, and there is pretty general astonishment that Dr. Harris E. Kirk declined the call to the Fifth Avenue Presbyterian Church of the "world's greatest metropolis" and elected to remain as pastor of the Franklin Street Presbyterian Church in the Maryland city. It was generally believed, we are told, that Dr. Kirk would accept the call as one to a larger opportunity, if not also for other reasons, and his refusal causes as much commendation as surprize. Both churches bid high for him in their prayers, but in Baltimore it was pointed out that his work was not yet done, that his influence over the young people of that city was too great to be given up lightly. It is the first time in 117 years, notes the Springfield *Union*, that a call to the Fifth Avenue Church has been refused. Many years ago it summoned Dr. John Hall from Belfast, Ireland, and he came, and was pastor for forty years. It summoned Dr. Stevenson, now president of Princeton Theological Seminary, and he came. Then it called Dr. Jowett from Birmingham, England, and he came. It summoned Dr. Kelman from Edinburgh, Scotland, and he came. "It is quite natural, doubtless," adds *The Union*, "that the congregation should be astonished that Dr. Kirk should decline a summons." Yet, believes the Springfield *Republican*, "by following his conscience and resisting the lure of a celebrated Fifth Avenue pulpit, filled only a few years ago by Dr. Jowett, Dr. Kirk has won national esteem for himself and, by his example, made it easier for other men in lines of public service everywhere to remain where they are doing the greatest good."

Keystone View photograph

ASTONISHES NEW YORK

Dr. Harris E. Kirk, who declines a call to Fifth Avenue and remains in Baltimore because the continuance of his ministry there is "essential to the ingathering of the fruits of years of joint labor."

In a statement to the press giving his reasons for declining the Fifth Avenue call, Dr. Kirk says that because New York is "the most concentrated complex of material and human energies in the world, no man ought to undertake a spiritual ministry there without a clear and unmistakable conviction of a divine call." Under ordinary conditions, he goes on, "the united call of the great church and the challenge of the city would have constituted a compelling obligation to accept the invitation."

"But conditions quite out of the ordinary have developed in Baltimore since the call was made. The manifestations of an influence throughout the city, especially among the student population and its young life, which I had never even in most sanguine moments imagined existed, and the equally amazing awakening of my own congregation, amounting to a rebirth of spiritual energy and a clear-cut vision of the importance of the church itself, ready to be exprest in local determination to consecrate its capital resources to the transformation of a widely diffused influence among individuals into loyalties to the organized church for the perpetuation of the institutions of religion, have convinced me that it is my duty to remain in Baltimore for the present.

"Institutions are more important than men and more lasting. Still there are times when the continuance of a ministry is essential to the ingathering of the fruits of years of joint labor, and so it appears to me in this instance. My great ambition as a Christian minister has been to demonstrate that a down-town church that is willing to attack its problem in a big way can live and grow into a first-class spiritual power upon an intensified and continuous presentation of the Gospel of Christ, expressing itself in various forms of service to the community. In such a church one can never know precisely the limit of our measure of influence, but the amazing awakening to vision, opportunity and determined sacrificial service of the Franklin Street congregation, due to the present crisis of our affairs, has convinced me that I am most needed here, to assist in bringing to a durable maturity the work of minister and people which has been developed in the past twenty-four years."

Other lessons are drawn from Dr. Kirk's decision. "It may be," observes the Newark *News*, "that New York will see in Dr. Kirk's decision a chastening influence." "The fact that the prayers of the Franklin Street Church have been answered," believes the New York *Telegram*, "should be a lesson to all sorts and conditions of churchmen of this city to cultivate a humble and a contrite heart." It is not too much to expect, thinks the Baltimore *American*, that the incident "marks the beginning of a new period of spiritual vigor in the entire city which, through its influence upon the lives of students in our institutions of learning, will make itself felt throughout America." Something more of what Dr. Kirk's refusal of the New York pastorate means to Baltimore may be gleaned from this in the Baltimore *Sun:*

"In coming to his decision Dr. Kirk assumed a tremendous responsibility and assumed the risks of heartbreaking disappointments. It required courage of the highest kind and the idealism of duty and devotion to accept this responsibility. On the one hand was that Fifth Avenue Church, with its prestige and great power for wonderful achievement, with its multiplied capacity for doing practical as well as moral good—a sphere in which Dr. Kirk, modest as he is, could not fail to see that he could render great service. On the other hand was this Baltimore church, in a much smaller city, in which he might naturally feel that he had reached the limit of his usefulness. To go was surely to make good and to do good—perhaps a greater amount of good than ever before. To remain might mean a decadence in power, instead of an increase. He had the courage and the conscience to stay with us, to stake his future and his life on the spiritual possibilities here which his call to New York had unexpectedly revealed to him.

"The responsibility is not Dr. Kirk's alone. It is his congregation's and the community's as well. His church has long been something of a local institution. It is his ambition to raise it to that of a recognized religious center, alert, alive, far-reaching, sending out its rays of light and its words and deeds of comfort and healing in every direction from its location close to the business heart of the city—a down-town church which its congregation has not deserted for a more fashionable neighborhood, a watchtower near to trade and commerce and finance, the places in a city's life which need constant reminders of spiritual forces.

"In the name of the community we thank Dr. Kirk for basing his decision on grounds so high, so altruistic. If he is to accomplish the fine ambition which he has in mind, his congregation must cooperate with him 'without stint or limit.' If they do, his fine and unselfish leadership will be felt not only in his own denomination but in all probability in every other church in the city, helping to make dead congregations alive, and rekindling the fires on many dull or uninspiring altars."

ALL CHICAGO TO CAROL—A mighty chorus of carols will rise from Chicago on the day before Christmas. When the ticker is stopt on the floor of the Board of Trade at the close of business, 1,600 members will join in singing "Holy Night," and at the same time the same strains will be taken up, we read, in every club in the city, in all the public schools, in the factories and down in the stockyards. The arrangements for this tremendous chorus are in the hands of the Chicago Christmas Carols Committee, of which Harry Edward Freund is director. According to the Schenectady *Union Star*, the expenses of the carols committee have been undertaken by A. G. Gulbransen, president of the Gulbransen Piano Company. In addition,

"Outdoor advertising interests donated 250 billboards for the month of December to advertise the carols. Busses will take carol-singing choirs of thirty-three church singers to all the down-town hotels Christmas eve. Spectators in 350 motion-picture theaters will sing the carols. The whole city will sing carols in the most tremendous outpouring of holiday song the world has ever seen."

THE CHURCH'S CALL TO BATTLE

IN THE VAN OF THE FRAY, in the very thick of the fighting—that is where the Church should be, says one whose clerical garb by no means hinders him from entering the arena whenever moral issues are at stake. And it is no matter to him whether the moral issue is hidden in a political problem, in a question of economics, or in a preachment of science. The test of every act is whether it conforms to Christian practise. Bishop Charles H. Brent, head of the Episcopal diocese of western New York, is a warrior as well as a prophet, as those who followed the international opium conferences at Geneva will remember, and he would have the Church in the forefront of every movement which has to do with human relationship. That is one of the ideas he strest in his sermon at the recent consecration of Dr. Ernest M. Stires as Bishop of Long Island. While the aim and function of the Church is to win the individual to discipleship, it can not stop at that, he says, as his sermon is quoted at length in the New York *Herald Tribune*. The Christian leader must find his way to the rim of the world and take his stand upon it, looking out over the whole of mankind and translating all his loyalties into terms of loyalty to mankind for whom Christ died. Then, too—

"It is his part to bring the corporate conscience of the Church to play on the corporate manifestations of the life of the day. There are those who would question the authority of Christ over politics, national and international, industry and economics. As statesmen, captains of industry, and economists they challenge the competence of the Church to enter their sphere. The blame rests with the churchmen chiefly. They have weakly surrendered or weakened the jurisdiction over life which our Lord has committed to His Church.

"The moralists and the theologians have conceived the ideal Christian life as lived not exactly *in vacuo*, but certainly not amid the concrete relationships of social life, while the economists and politicians have long been scheduled to think that their problems were exclusively technical.

"We seek for reconciliation and cooperation here as in the case of religion and science. The duty of the Church is not to interfere with the proper function of the State, of science, of economics, but to claim final jurisdiction over the moral and spiritual implications in their operation. It is the common business of the Church to enlist in the service of the kingdom of God on earth technical and expert knowledge of every sort. If it does not there will be—indeed there already is—the devil to pay. Science without a soul is a menace. So is the State. So is industry. So is society. St. John says that any organization or phase of life apart from God 'lieth in the evil one.' We should aim at the focusing of all that is best in Christian thinking about the present social life of the world—its merits and defects, its tendencies upward or downward, the opportunities it affords Christian witness and service and the possibilities of shaping it along better lines."

Of course, says Bishop Brent, only a united Church can adequately handle these matters effectively, "but he who gathers into his soul the principles of unity can go a long way." And Bishop Brent asserts:

"The unity of Christendom is no longer a beautiful dream. It is a pressing necessity for the rousing of that passion for Christ which will be the most flaming thing in the world, that certainty of voice and touch which will quell honest doubt and perplexity, that fund of wisdom which will open up spiritual vistas such as now we only yearn for.

"Nationalism began to eat into the body of Christendom 400 years ago and has continued to work until Christianity has been nationalized instead of the nations being Christianized. The law of the State has become to the average citizen the embodiment of God's moral requirements.

"In some countries the Church is little better than a vassal of the State instead of its converting power. Until the churches unite we shall have to move as men grievously wounded—haltingly, lamely, without a supernational and final guide in the moral and spiritual movements of the time. We shall be unable to invite the nations to walk in the light of the Kingdom of God and in this way bring their glory and honor, together with that of their rulers, into it."

CURRENT ▾ POETRY

Unsolicited contributions to this department can not be returned.

THERE are two sides to Christmas. This is rather the pagan, or more mildly put, Old English. Some towns among us retain the street carols. We quote from *St. Nicholas* (New York):

COME OUT AND JOIN THE CAROLING

By Rowena Bastin Bennett

Come out and join the caroling,
Good friends and neighbors jolly!
Across the candle-lighted snow,
A troop of singers we shall go
And stop 'neath magic mistletoe
  Or laughing wreaths of holly,
To sing the songs of yesteryear,
That old and young delight to hear.

The snow will hush our eager feet,
And we shall fill the silent street
  With bursts of happy song,
That those who sleep may dream more sweet,
  Because we pass along;
That those who wake, true joy may take
  In this our festive throng.

The hollow night will be our bowl,
  The wind, our wassail stinging;
Goodwill flows forth from soul to soul
As underneath the stars we stroll
  Exultant in our singing.

But when the chimes in yonder tower
Give warning of the midnight hour,
The winding way we shall retrace
And, with a good-night's parting grace,
Shall leave the frosty skies behind,
  And each a hearty welcome find
Within the Yule-log's warm embrace.

Come out and join the caroling,—
  Good friends and neighbors jolly,—
Come! let us wreath the world in song
  More brilliant than the holly!

READ after the fact this may serve for reflection till the next anniversary. "Nancy Boyd" is the name accompanying the lighter work of Miss Edna St. Vincent Millay. It appears in the *World's* "Conning Tower":

THE ARMISTICE DAY PARADE

By Nancy Boyd

"I shall not march," said the Major,
"In the Armistice Day parade.
It ill becomes a man of my station—
Different matter, man from the ranks—
To fall in step with the foes of his nation;
I refer to these pacifist cranks
Who'd give us a Peace at any Cost,
Think of it, after the men we've lost!
The gallant lads we've lost.
I'm a bit upset, as you can see,
They've rather spoiled the day for me,
If the truth were known," said the Major.

"Now Armistice Day," said the Major,
"These chaps don't get it right.
'Twas set apart by the U. S. A.
Not so much to think and pray,
As lest we forget the glorious dead
Who fell in the cause of right," he said,
"And those two minutes at 11 A. M.
D'ye know how you ought to make use of them?
Just keep in mind the mud and the guns
And Flanders Field, and the stinking Huns,
And you can't go wrong," said the Major.
"It's a solemn day," said the Major,
"And it mustn't be taken so light."

"This Peace on Earth," said the Major,
"This Peace on Earth, Good Will to Men,
Is a beautiful motto to work in yarn
But written out in ink with a pen—
Oh, well, hang it all, where men are men
It just isn't mentioned," said the Major.
"Peace on earth is a fine ideal
But men are human and life is real.
Take the army, for instance," said the Major,
"Peace on earth wouldn't work worth a darn
In the army, now would it?" said the Major.
"Ha, ha, ha!" said the Major,
"Ha, ha, not worth a darn."

"Take a man like me," said the Major,
"A man that's trained at some expense
To jerk his elbow and click his heels,
He can't sit around like a hatching hen,
He must have a little war now and then—
I mean, of course, a war of defense—
Or he can't digest his meals.
And now here come these pacifist Yids
And drag in peace, and spoil the procession.
Good Lord, a soldier's wife and kids
Have got to eat, and war's a profession,
Same as clergy," said the Major.
"If you went and abolished war," said he,
"Where in hell would the army be?
Dear me, yes," said the Major,
"Where *would* the army be?"

THE horrors of war may be turned into instruments of satire when politics dictates the point of view. These lines appear in the English Labor paper, *The New Leader* (London):

THE DIRECTOR'S REVERIE

By F. J. N.

The withdrawal of the Government from the British Dyestuffs Corporation is welcomed as opening the door for a working agreement with the great German syndicate, "Interessen Gemeinschaft."

I'm sitting alone by the embers,
  My balance-sheet tossed in the grate,
And dreaming of other Novembers
  Lit up by the fog-flares of hate;
For then my resolve was a firm 'un—
  I vowed like a rock I would stand
And never do trade with a German again, Fritz,
  And never take you by the hand.

Well—didn't you sink all the shipping?
  And cut all the babies to bits?
And boil down the corpses for dripping?
  And make us all starve at the Ritz?
And didn't you make poison gases
  Before we had found out the trick?
So we vowed we would not be such asses again, Fritz,
  Or, if we were asses, we'd kick.

We founded this great Corporation
  To help us to lick you again,
With Government participation
  In cash that has gone down the drain;
Safeguarded with licence and taxes,
  Our aim was to spificate you;
But somehow the purpose relaxes with time, Fritz—
  It's strange but undoubtedly true.

To foreign observers, a fine shaft
  Of irony ordered by Fate
'Twill seem that your famous Gemeinschaft
  Now fills us with longing, not hate;
But discredited now is the cry-stuff
  That told of your devilish tricks;
And we'd rather have you in our dyestuff *Verein*, Fritz,
  Than Churchill and Baldwin and Jix!

WE will not assert that Mr. Church's lines in *The Spectator* (London) were inspired by the mirage of Prussian troops in England during the war, but they answer as well:

MIRAGE

By Richard Church

I saw a man on a horse
Riding against the sun.
"Hallo! Don Cossack!" I cried.
He shouted, "Hallo, my son!"

The Caspian Sea shimmered;
The Kazak tents shone
For a moment in England,
Then the horseman was gone.

WE will not attempt to fix the date of this poet and the Japan *Advertiser* (Tokyo) does not enlighten us:

WILD GEESE

By Pai Ta-shun

Translated by Evelyn Kerr

How oft against the sunset sky or moon
I watched that moving zig-zag of spread wings
In unforgotten autumns gone too soon,
  In unforgotten springs!

Creatures of desolation, far they fly
Above all lands bound by the curling foam;
In misty fens, wild moors and trackless sky
  These wild things have their home.

They know the tundra of Siberian coasts,
And tropic marshes by the Indian seas;
They know the clouds and night and starry hosts
  From Crux to Pleiades.

Dark-flying rune against the western glow—
It tells the sweep and loneliness of things,
Symbol of autumns vanished long ago,
  Symbol of coming springs.

POETRY may be didactic—and something more. When it has vigor like this in *Forbes Magazine*, it is like fresh wind:

THINGS THAT ENDURE

By Ted Olson

Honor and truth and manhood—
  These are the things that stand,
Though the sneer and jibe of the cynic tribe
  Are loud through the width of the land.
The scoffer may lord it an hour on earth,
  And a lie may live for a day.
But truth and honor and manly worth
  Are things that endure alway.

Courage and toil and service,
  Old, yet forever new—
These are the rock that abides the shock
  And holds through the storm, flint-true.
Fad and folly, the whims of an hour,
  May bicker and rant and shrill;
But the living granite of truth will tower
  Long after their rage is still.

Labor and love and virtue—
  Time does not dim their glow;
Though the smart may say, in their languid way
  "Oh, we've outgrown all that, you know!"
But a lie, whatever the guise it wears,
  Is a lie as it was of yore.
And a truth that has lasted a million years
  Is good for a million more!

PERSONAL GLIMPSES

THE "LIGHT OF ASIA" SHINES THROUGH A NEW KING OF SIAM

ONE MERRY MONARCH HAS PASSED from the ken of the worshipful Siamese, and another has ascended his gorgeous throne and will wear the astonishing royal headdress—a structure that might well inspire some imaginative New York architect to design something new and fantastic in skyscrapers. The new King of Siam, and lord of the sacred herd of white elephants, is the younger brother of his sainted predecessor, and resembles him in being equipped with an Oxford education and as many Western ideas as an Oriental potentate could be expected to hold. America has seen both, on separate occasions, for each enjoyed a princely holiday here. By a pious tradition their lineage is traced to Gautama Buddha, the founder of Buddhism, and thereby the most famous of all the Buddhas—that benignant "Light of Asia" whose plump and gilded effigy, fashioned as an incense-burner, smokes on many a Greenwich Village mantelpiece. To Kipling's soldier-singer he was "the great god Bud," but to the reverent Asiatic he stands as a human and historical teacher, who trod the path on which he guides his followers, so there is nothing inherently absurd in the pretension of the Kings of Siam to be his lineal descendants. The departed monarch, Rama VI, had introduced the Boy Scout movement into his country and pushed it to great lengths. Also he had done much to discourage polygamy. Yet he had a susceptible heart for the fair sex, we are reminded by George R. Witte, who recalls, in the New York *Evening World*, that on his visit to New York in 1902, when he was still Crown Prince Maha Vajiraavndh, he overstayed the official time of his sojourn writing poems to Miss Mabelle Gilman, the musical comedy actress, whom he had first met in London during his undergraduate days, and who, at the time of his visit here, was the star of a musical comedy, "The Mocking Bird," which was being given at the old Bijou Theater. Concerning which we are told further:

Ewing Galloway photograph

GONE TO SEEK NIRVANA

A fine portrait of the descendant of Buddha and ruler of Siam, the late King Rama VI, taken in the Royal Palace at Bangkok.

An enterprising press agent discovered some letters written by the Prince to Miss Gilman and gave them out to the newspapers, which published them under the heading, "Letters from a Love-Sick Prince." Like many ordinary young men who are not Princes, the Crown Prince broke into verse to lend expression to his tender feelings for Miss Gilman.

Among many other verses, he wrote the following to her:

Why am I singing on this cold morning,
With sky so dark and drear?
Why do I feel glad when I should feel sad,
At such a time of year?
Why do I feel gay, as if 'twere in May,
With bright and sunny sky?
Now listen to me and you will soon see
Plainly the reason why.

It's because a maid in thought kissed me,
That's why my heart is now so full of glee.
I was so sad before,
But I am sad no more,
It's because a maid in thought kissed me.

And altho his suite had strict orders from the high moguls of Bangkok to keep the Crown Prince away from the beautiful actress, he gave his entourage the slip one day while they were amusing themselves with a highly exciting game of ping-pong at the Waldorf-Astoria, where they were staying. He journeyed forth and met Miss Gilman by appointment, returning to the hotel in the best of spirits while hundreds of detectives and policemen were searching for him everywhere, it being thought at first he had been kidnaped.

After he became King, Rama VI put some of his European ideas into effect. The most drastic edict issued by him was the abolition of the royal harem, and his announcement he would marry only one wife upset traditions more than a thousand years old.

It was said at the time that thrift had guided the King's mind when he came out in favor of monogamy and then remained single until his subjects believed he would stay a bachelor all his life. The elaborate royal harem and the ceremonies connected with the elevation to higher ranks of favorite wives were too expensive to the liking of Rama VI, so he did away with them.

A JOLLY LITTLE KING

The former Crown Prince Praja Dhipok, who now succeeds his brother, made friends in New York, which he visited with his wife (not wives!) a year ago.

In 1917 he became engaged to his cousin, Princess Vallatha Deri, and his country rejoiced at the news. But the King kept

TOMATO SOUP! START THE MEAL WITH ITS DELICIOUS FLAVOR!

See how eagerly your appetite responds. Notice how thoroughly everybody relishes the famous Campbell's flavor. There's tonic in this soup—refreshment and vigor. Especially if you are careful to serve it piping hot. You will be astonished how much it adds to the enjoyment of the whole meal. And that's so wholesome—a sure sign that you are getting the most benefit from your food.

Campbell's Tomato Soup contains all the good of the finest tomatoes! It is the puree of the rich tomato juices and luscious tomato meat, blended with fresh and nourishing country butter. This soup is prepared from such high quality ingredients and with such great care in the spotlessly clean Campbell kitchens that mothers serve it with confidence to their children.

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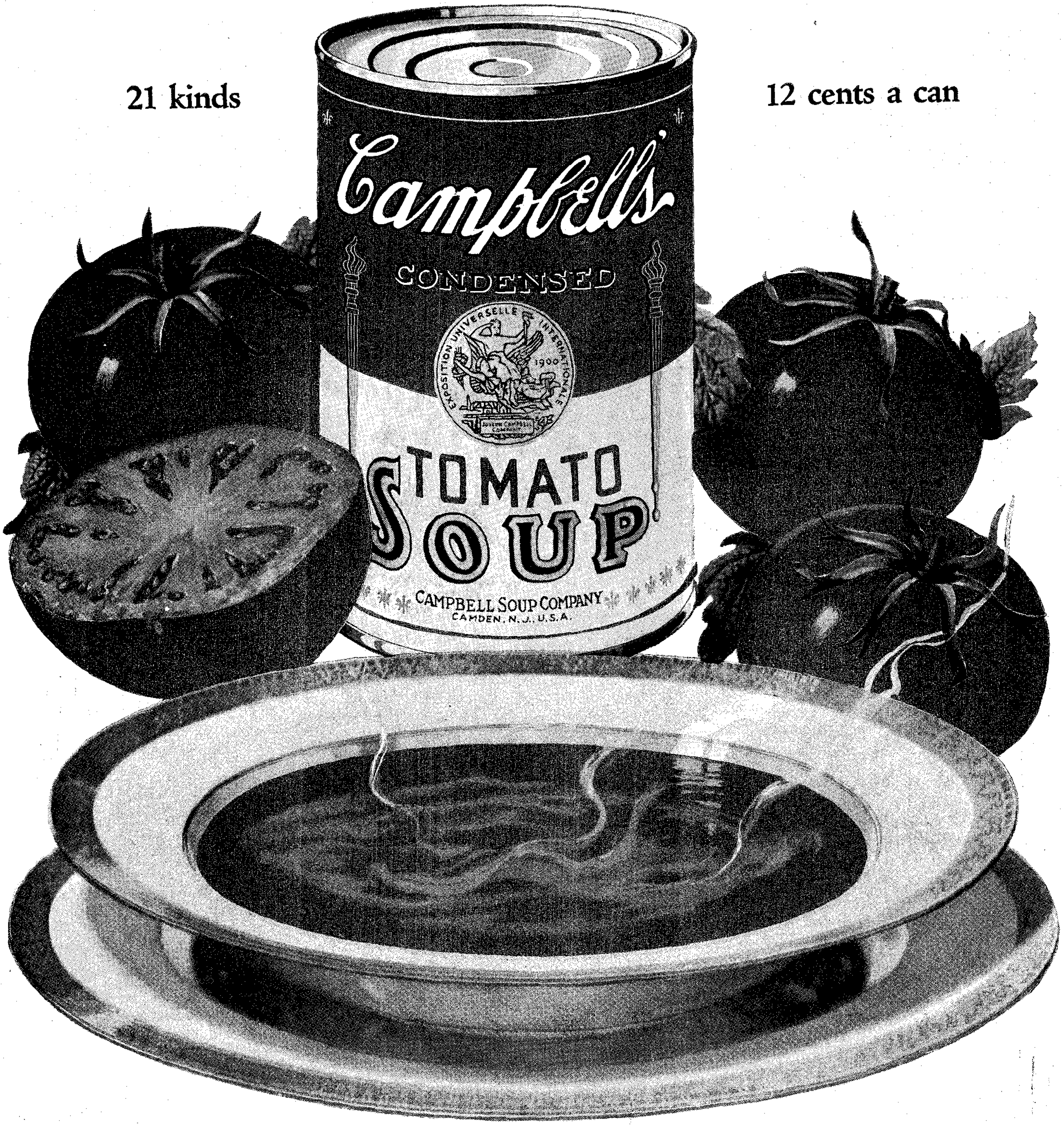
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on putting off the wedding, and finally broke off the engagement, issuing the following proclamation in explanation:

"His Majesty's noble desire firmly and definitely to insure the succession to the throne can not satisfactorily be met owing to the incompatibility of temperament between His Majesty and Princess Vallatha, which may be accounted for by the chronic disposition of the Princess, whose nervous system leaves much to be desired."

Ewing Galloway photograph

DECORATED FOR A FESTIVAL

In this striking fashion, with the emblem of the sacred white elephants, the streets of Bangkok are drest for great occasions, such as coronations.

A few years later, however, he married Princess Vallatha's half-sister, Princess Lakshmi, and again saved a lot of money by marrying her by royal proclamation instead of holding elaborate wedding ceremonies.

For three years the King was very much in love with his youthful bride, hoping until two months ago that he would become the proud father of a son and successor before he died. But finally he lost his patience and "demoted" Queen Lakshmi—a step practically amounting to a divorce. He then married again without delay, perhaps having a premonition that he would not live much longer. His disappointment that his only child was a daughter must have been great.

According to the news dispatches from Bangkok, the King died on the day following the keen disappointment he experienced when his second wife, of whom he had been expecting a male heir, presented him with a daughter. He had no other child—in contrast to his father, King Chulalongkorn, who left a tidy family of 134 sons and 236 daughters, not to mention 600 widows. Regarding King Rama's affection for the Boy Scout movement, we read in the New York *Times:*

He made all his nobles Boy Scouts, and himself designed for them most elaborate uniforms. Every one of rank in the country held some position of dignity in the Boy Scout force and always took with him whenever he traveled a bodyguard of Boy Scouts. The King's enthusiasm for the movement led to the expenditure by himself and all his followers of large sums of money, the lavishness of the equipment being such that many nobles had to reduce the establishment of their harems in order to cope with the disbursement on retinues of Boy Scouts.

King Rama's other passion was the theater, and he himself translated "Romeo and Juliet" and "The Merchant of Venice" into Siamese.

The King had as his legal adviser for a time Francis B. Sayre, son-in-law of the late President Wilson.

An article in the English *Graphic*, written before the monarch's death, tells of his passion for scholarship and the drama. As we read:

Steeped in Pali mythology, versed in Sanskrit folk-lore, plus an extensive acquaintance with European literature and a correct knowledge of many European tongues, the King of Siam has a workmanlike idea of the technique of playwriting. His output is considerable. At his private theater in Bangkok, with its well-balanced troupe of Royal players, there has been produced within recent years a succession of plays. These comprise dramatic versions of the "Ramakhien" and "Ramayana" legends, translations of Shakespeare's tragedies and comedies, including "Hamlet," and plays adapted from Brieux and Sutro.

In height below the average even of his own countrymen, of sturdy figure, with clean-shaven, boyish features and the dark, oval eyes that betray the Chinese admixture in his blood, King Rama is a compound of shrewd acumen, quiet dignity and watchful reserve. Those who, like the present writer, knew the early days of this Prince when he completed his military training with the Durham Light Infantry in England, could not fail to remark how the youthful and impulsive character, natural and unaffected, of that period, suffered a strange sea-change under contact with the forceful personality of his father, King Chulalongkorn. Here, in some degree, was a repetition of the history of King Hal and—more recently—of Edward VII.

The need for self-effacement as heir-presumptive during the reign of his predecessor caused this Prince to draw around him the mantle of dutiful reserve. Another reason for this attitude was the fact that, altho the mother of Rama was the elder wife, his brother, Prince Chakrabongse, was the favorite of the late King, and not a few palace intrigues were at one time afloat to oust the present ruler of Siam from the succession.

In two matters, at least, has King Rama shown the courage of his convictions. On his accession his first unconventional gesture was to discredit and discourage polygamy as a national fixture. The numerous harem of King Chulalongkorn, which had offered such a grotesque field for jibes, was pensioned off. Again, it was a tradition that the Kings of Siam should wed, if not actually espouse, one of their sisters, or, rather, half-sisters. Upon the neck of this barbaric idea the present ruler of Siam firmly set his foot.

Rama proceeded to choose his own bride. Nay, more: he did not hesitate to break off his first engagement when he found that the temperament of his fiancée was incompatible. Princess Lakshmi, the gracious and charming girl who in 1920 was called to share the throne of King Rama, seemed to share also many of his interests. She it was who, following her husband's example in raising the Royal Wild Tiger Corps, assisted in the formation of the first troop of Siamese Girl Guides and became their leader. She, like her husband, was an ardent motorist, and, in fact, their community of tastes appeared complete. However, nothing could alter the fact that she was childless. Doubtless, also, palace intrigues were too strong for her. She has now been deprived by Royal decree of her rank as consort. Her successor, Chao Chom (Duchess) Suvadana, has been raised to Royal rank. It is thirty-three years since an heir was born to the throne of Siam, and the new queen consort is about to become a mother. Little is known of her, as she is extremely retiring and does not frequent European society unless obliged to appear at functions like the Foreign Office Ball. It is believed that she is a widely read woman of a literary bent.

The late King had several American advisers at Bangkok, according to the New York *Sun*, and he was on very friendly terms with Hamilton King, who represented the United States as Minister at the Siamese Court from 1898 to his death in 1912, and Mrs. King, a member of the old Seward family of New York. We read further:

It was largely through the interest of Mr. and Mrs. King in

HEAD
MOTOR C

To the joy of Christmas in more than one million American families is added the year round happiness of Buick ownership.

The Better Buick

> Siam that America became acquainted with that country and obtained a very considerable share of its foreign trade. Rama VI, like his successor, was educated at Oxford and spent several years in travel, studying Western institutions. He introduced a number of reforms in education and finance, extended a limited franchise to women, abolished the large harem which the former King, his father, had maintained, and became Siam's chief sponsor for the Boy Scouts. In the World War, Siam sided with the Allies, this being the first time the Siamese ever took part in other than a purely defensive warfare on their own soil.
>
> It was remarked at the time that Siam, one of the oldest of Oriental nations, chose the most modern methods of warfare for its entrance into the war, offering to the Allies 500 trained aviators and a full equipment of airplanes for service in the field.

Photograph by Burton Holmes, from Ewing Galloway

THE CORONATION HALL

It is here that the Kings of Siam are invested with their grotesque and gorgeous trappings.

The well-being of Siam under the rulership of Rama VI is made a subject of editorial comment by the New York *Times*, which draws attention to the fact that Siam is the largest independent kingdom on the Asiatic mainland, "if we assume that Persia, having done with its Shah, is headed toward a republican form of government." And this writer continues:

> It has been a better-ruled country than Persia despite the fact that the latter has a National Assembly and Cabinet Government of a sort, whereas the monarchy in Siam is absolute. The Government has been carried on, however, in the best traditions of eighteenth-century benevolent despotism in Europe. The accident of personality has helped greatly. Rama VI succeeded his father Rama V, Chulalongkorn, who in the course of a reign of fifty-eight years set a worthy precedent in progressiveness for a worthy successor. Himself educated by European tutors, Chulalongkorn sent his heir to Oxford. Thence he returned with few of the fruits of the cabaret civilization of Europe to which so many of the Princes of the Orient succumb, but with many valuable ideas of government, and such useful data of Western culture as automobiles, typewriters, and modern hospital methods.
>
> To the enlightenment of its monarchs, Siam is indebted, in part at least, for the preservation of its independence. Situated between British Burma and French Indo-China, its fate, one would have said as late as twenty years ago, was to be absorbed by a process of more or less "peaceful penetration" from both sides. But here was a case where the white man was spared the necessity of adding to his burden. Calculation as well as predilection must have entered into the Siamese royal policy of calling in foreign advisers to help rule the country. These are not the "advisers" of colonial rule who are the real power, but counselors and collaborators in a true sense. Americans, since the time of Professor Strobel of Harvard, have been in high place at the Court of Bangkok.

But we are reminded that the balance has been nicely kept. Siam has a British judicial adviser, a French legislative adviser, legal advisers of various nationalities, and a corps of Danish officers in charge of the provincial gendarmerie. And we read on:

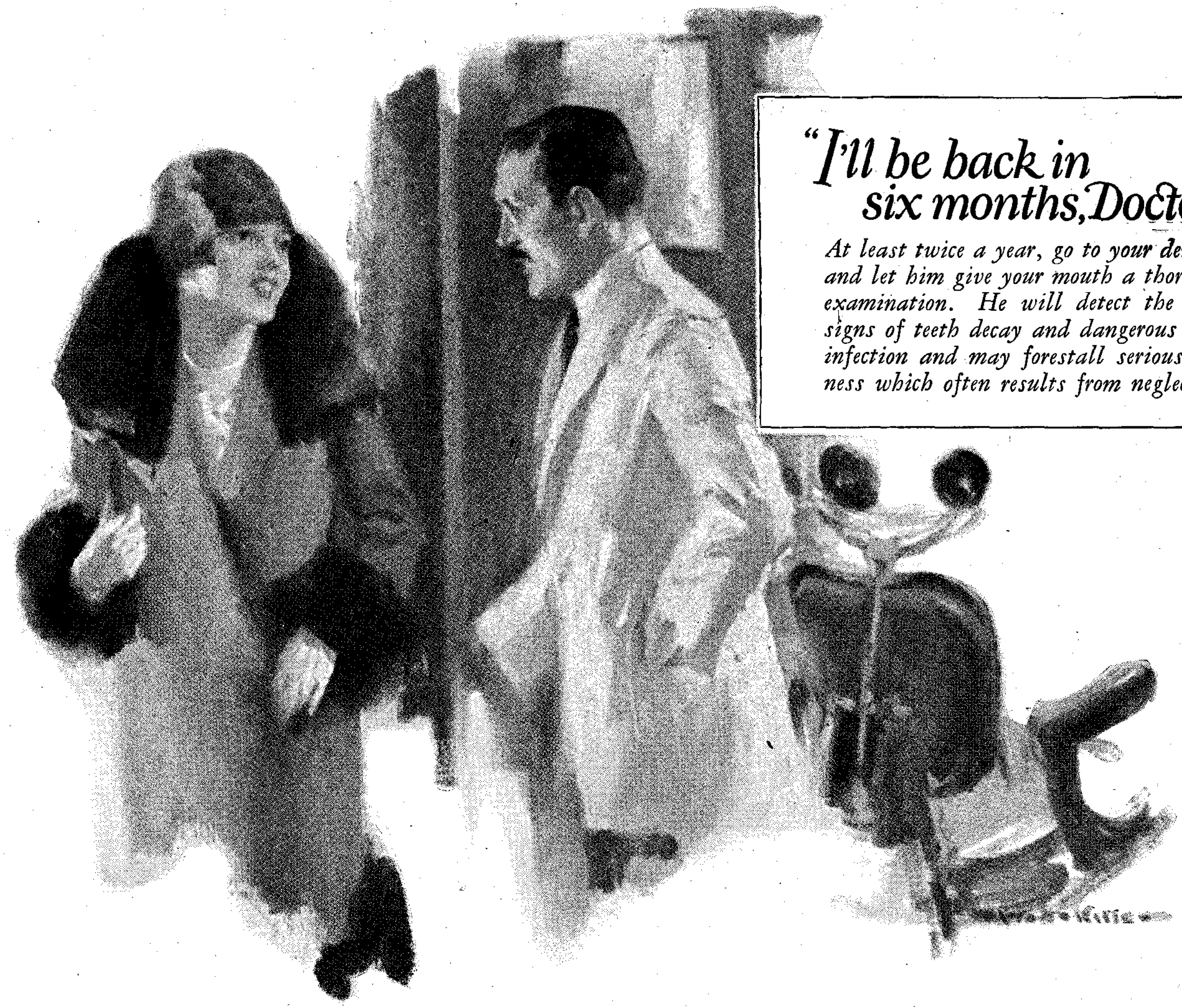
> Blanketed by the size and exciting record of experiments like India and China, the Siamese people have failed to receive the attention due to a successful attempt at cooperation between the ideas of East and West. The official religion is Buddhism; the monasteries of that faith are numerous and well tenanted; the elephants pile teak on the upper reaches of the Menang; the planting season is officially inaugurated every year by the Rice Ceremony in which a Minister of State breaks the ground with a golden plow. But at Bangkok the sacred herd of white elephants vegetate while the royal family travels in motor-cars, the King translates "Romeo and Juliet" and "The Merchant of Venice" into the native tongue, abolishes polygamy, establishes a Pasteur institute, is inordinately addicted to the Boy Scout movement, and carries on extensive irrigation projects under expert foreign guidance. Obviously the experiment with Western civilization has gone much deeper here than in the case of Kipling's slightly backward native State whose ruler lusted for a C. S. I. and began to sanitate, but in his disgust at receiving only a C. I. E. relapsed and turned a tenlakh hospital into a superb zenana.
>
> The example of Siam, or at least the practise in Siam, is being imitated in some of the native States of India where the rulers are at work on the problem of coordinating autocracy with progress. It is a phase of Asia's awakening which has received far less notice than the stormy experiments elsewhere on the Continent along the lines of Western democracy and industrialism. With a foreign trade attaining the very respectable sum of $170,000,000 annually, and a working-class which is reputed to enjoy the highest wages in Asia, Siam would seem to be "awakening" successfully along non-conventional lines.

THE CAMERA NOVEL—Photographic fiction lacks the finer elements of literature and is not the true realism its creators imagine, according to the literary critic and editor of *The International Book Review*, Dr. Clifford Smyth. The camera method of writing fails to record the subtleness of personality, he says, and in lieu thereof often lapses into mere sordidness in its endeavor to be "true to life." As he sees the matter:

> Photography is supposed to give an accurate presentation of things, a picture that is the last word in realism. The camera captures a man in his outward seeming; of the inner shadings and complexities of character it gives but a fleeting, inadequate glimpse.
>
> To reveal the complete man, to portray him in the round, to set down the remote as well as the obvious lines involved in that subtle thing we call personality, there is needed the creative touch of art rather than the limited lens of the camera.
>
> We are given novels that fail to tell a story, or that tell it in so desultory, evanescent fashion that almost superhuman concentration of thought is needed to lay hold of it. As for the portrait of life and manners, the field belonging peculiarly to the novelist, we are given "the dark, seamy side" with a vengeance, until the bewildered reader begins to wonder if humanity has any other side to it.

After all, it is a question of method, of the mechanism used to gain an effect, says Dr. Smyth. Fiction with a camera gets the obvious picture, the outside of things; but in doing so it is apt to miss the inner kernel of life. And he adds:

> Because of this inadequacy it is not true realism, in spite of the pretentious claim to that distinction.
>
> To see life whole, to paint its deeper as well as more surface realities, one needs the many-pigmented palette of art. The camera does well for certain well-defined uses. But the lasting fiction, the well-rounded story, is not born of it—and that is a fact that some of our most capable novelists are, on occasion, seemingly in danger of forgetting.



"I'll be back in six months, Doctor"

At least twice a year, go to your dentist and let him give your mouth a thorough examination. He will detect the first signs of teeth decay and dangerous gum infection and may forestall serious illness which often results from neglect.

FOUR out of FIVE

pay the price

DON'T neglect your teeth and gums. The penalty is dread pyorrhea. It attacks four out of five after forty, and many younger, according to dental statistics.

A little precaution before it is too late will keep your mouth healthy. Visit your dentist regularly and start brushing night and morning with Forhan's for the Gums.

Gums that are tender and bleed easily are evidences of pyorrhea's first attack. Finally gums recede and teeth loosen in their sockets. Poison penetrates the entire system bringing rheumatism, neuritis and other serious disorders. Forhan's prevents or checks pyorrhea when used regularly and used in time. It contains Forhan's Pyorrhea Liquid employed by dentists to fight this gum infection.

Forhan's is a pleasant tasting dentifrice that firms the gums and keeps them pink and healthy. It cleanses the teeth thoroughly and keeps them white and glistening.

Today is not too soon to start using Forhan's if only to keep yourself on the safe side. See that the children use it, too. It's the ideal dentifrice for the entire family.

All druggists; 35c and 60c in tubes.

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The Forhan Company, New York

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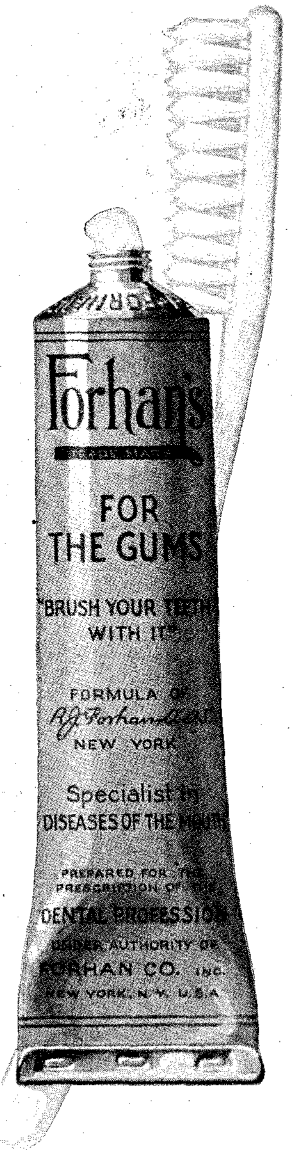
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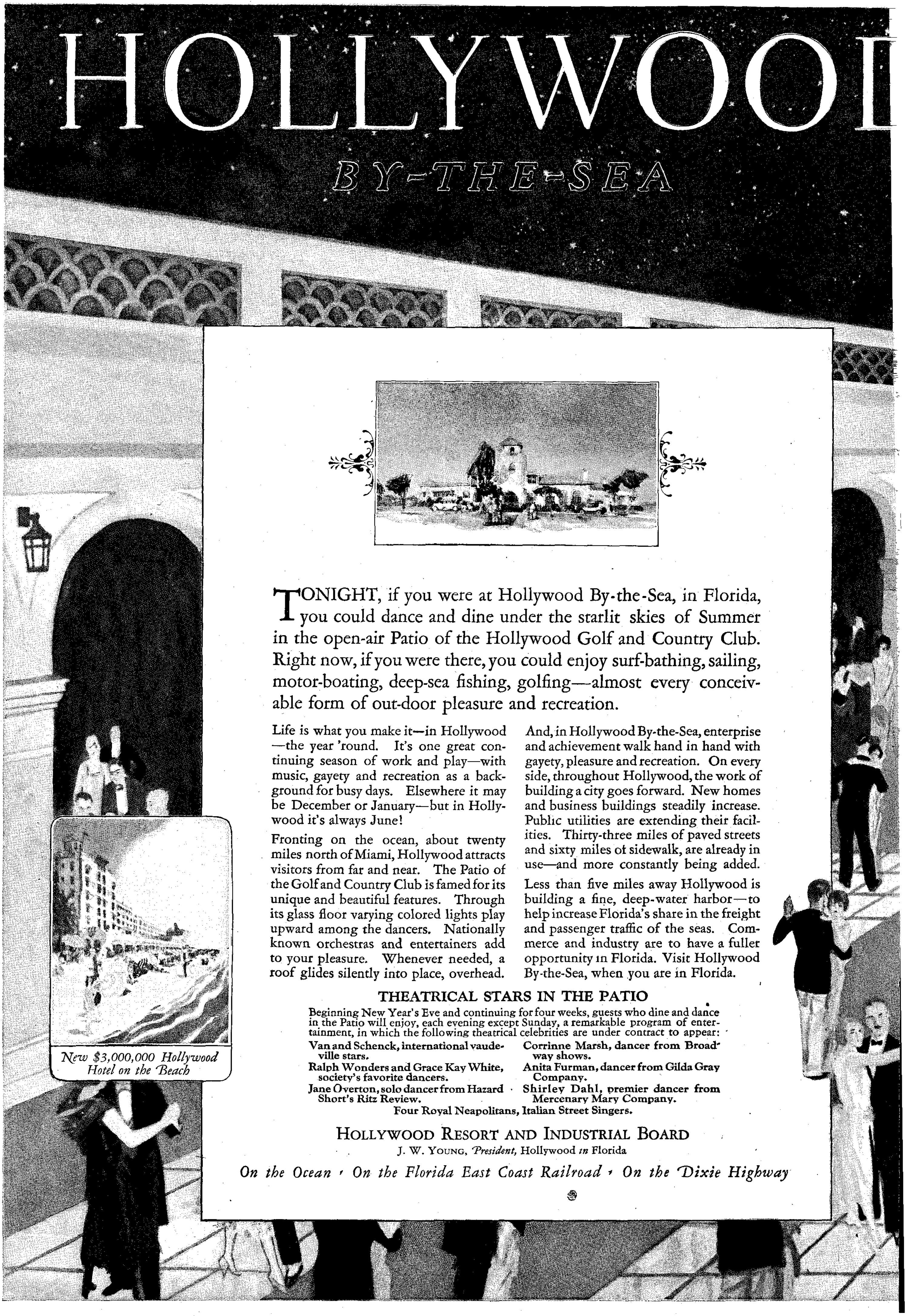
MORE THAN A TOOTH PASTE . . . IT CHECKS PYORRHEA

HOLLYWOOD

BY-THE-SEA



New $3,000,000 Hollywood Hotel on the Beach

TONIGHT, if you were at Hollywood By-the-Sea, in Florida, you could dance and dine under the starlit skies of Summer in the open-air Patio of the Hollywood Golf and Country Club. Right now, if you were there, you could enjoy surf-bathing, sailing, motor-boating, deep-sea fishing, golfing—almost every conceivable form of out-door pleasure and recreation.

Life is what you make it—in Hollywood—the year 'round. It's one great continuing season of work and play—with music, gayety and recreation as a background for busy days. Elsewhere it may be December or January—but in Hollywood it's always June!

Fronting on the ocean, about twenty miles north of Miami, Hollywood attracts visitors from far and near. The Patio of the Golf and Country Club is famed for its unique and beautiful features. Through its glass floor varying colored lights play upward among the dancers. Nationally known orchestras and entertainers add to your pleasure. Whenever needed, a roof glides silently into place, overhead.

And, in Hollywood By-the-Sea, enterprise and achievement walk hand in hand with gayety, pleasure and recreation. On every side, throughout Hollywood, the work of building a city goes forward. New homes and business buildings steadily increase. Public utilities are extending their facilities. Thirty-three miles of paved streets and sixty miles of sidewalk, are already in use—and more constantly being added.

Less than five miles away Hollywood is building a fine, deep-water harbor—to help increase Florida's share in the freight and passenger traffic of the seas. Commerce and industry are to have a fuller opportunity in Florida. Visit Hollywood By-the-Sea, when you are in Florida.

THEATRICAL STARS IN THE PATIO

Beginning New Year's Eve and continuing for four weeks, guests who dine and dance in the Patio will enjoy, each evening except Sunday, a remarkable program of entertainment, in which the following theatrical celebrities are under contract to appear:

Van and Schenck, international vaudeville stars.

Ralph Wonders and Grace Kay White, society's favorite dancers.

Jane Overton, solo dancer from Hazard Short's Ritz Review.

Corrinne Marsh, dancer from Broadway shows.

Anita Furman, dancer from Gilda Gray Company.

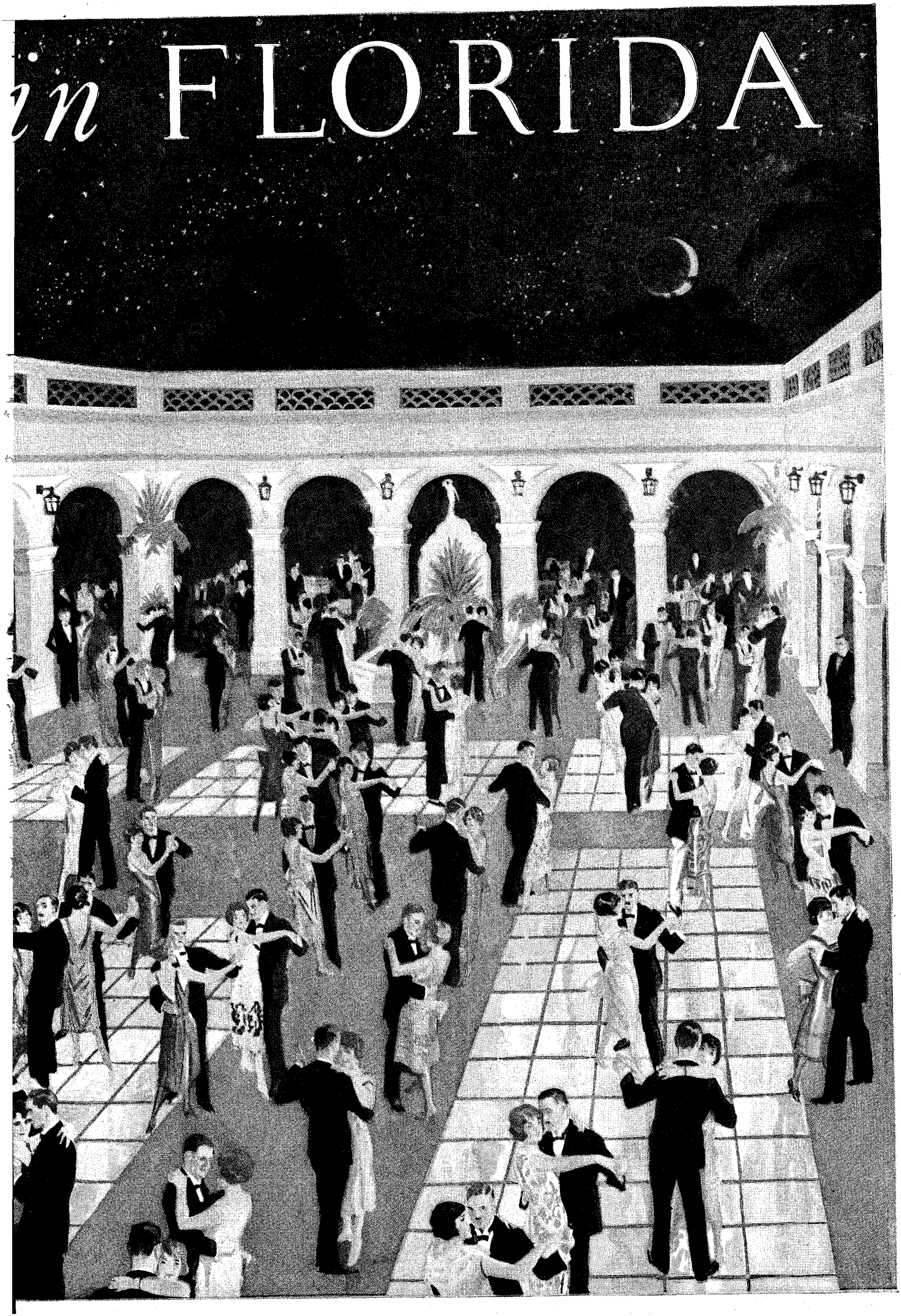
Shirley Dahl, premier dancer from Mercenary Mary Company.

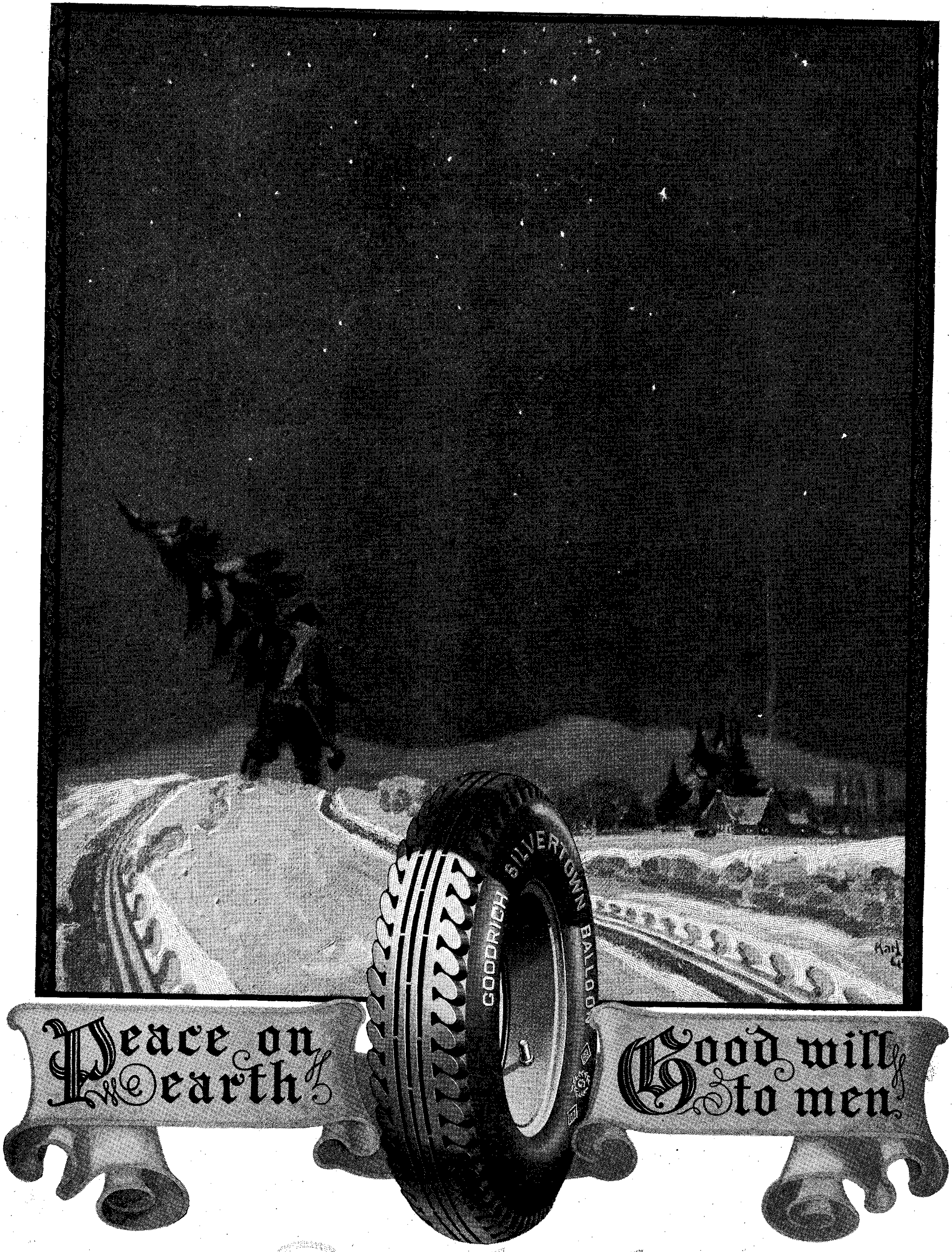
Four Royal Neapolitans, Italian Street Singers.

HOLLYWOOD RESORT AND INDUSTRIAL BOARD

J. W. YOUNG, *President*, Hollywood *in* Florida

On the Ocean • On the Florida East Coast Railroad • On the Dixie Highway


in FLORIDA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Good will to men
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Goodrich
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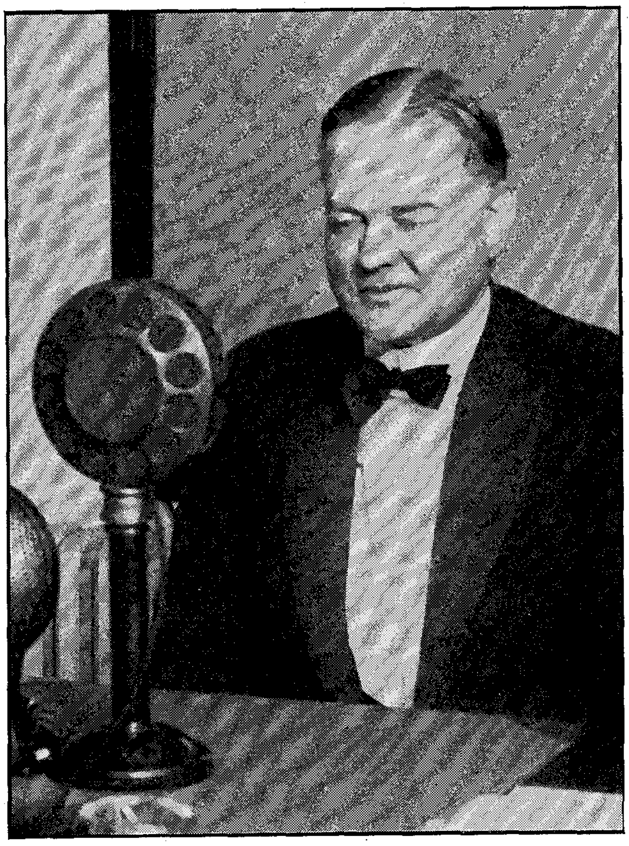
HOOVER ON THE ETHER'S "HOWLS AND GROWLS"

"NO NEW BROADCASTING STATIONS" appears to be the boiled-down essence of a microphone address delivered by the busy Secretary of Commerce at the conclusion of the Fourth National Radio Conference in Washington. Mr. Hoover discoursed feelingly on "interference," the radio fan's bugbear, which he summed up as "the different howls, growls, noises, and whistles that come along with programs." As chairman of the conference, Mr. Hoover had been requested to report its results to the multitudinous radio listeners of the nation.



P. & A. Photos., Inc.

CONFIDING HIS THOUGHTS TO THE RADIO FANS

The Secretary of Commerce in the act of broadcasting an important address from his office in Washington.

He explained, we learn from the New York *Herald Tribune*, that many government departments were represented at the conference—the Army, the Navy, Agricultural, Post-office, the Merchant Marine, and the Department of Commerce; also included were "representatives of neighboring foreign Governments." All of which led up to the fact that there were many complicated questions involved in any attempt to abolish the "howls, growls," *et al.* For instance:

> It involves questions of legislation by Congress to further control the traffic in the ether. It involves treaties with foreign Governments to eliminate interference of code signals from their ships at sea and to coordinate the broadcasting in foreign countries with our own. It involves many complicated and complex questions in the operation of broadcasting stations. It involves cooperation from the electric light and power companies, that electric currents will not go astray. It involves cooperation of the listeners themselves that they shall keep their own receiving sets so that they do not occasionally make them into sending sets, and thereby disturb their neighbors.
>
> The air to-day is overcrowded. And even worse, we are faced with the desires and demands of nearly 200 new broadcasters who wish to erect stations and to force their way into the already congested lanes. There are now more vehicles on the road than there is room for, and more are crowding it. Unless something is done the whole traffic will be jammed.
>
> The conference declared that the public interest, as represented by service to the listener, should be the basis for every broadcasting privilege. And it therefore determined that it would ask the Congress of the United States to enact legislation in your interest to the effect that there must be a legal limit upon the total number of broadcasting stations until the art further develops new channels.
>
> I take pride in the fact that in this conference, made up as it was not only of representatives of the listeners, the amateurs, the great newspapers and magazines of the United States, but of the manufacturers and broadcasters, with millions of dollars invested in their enterprises and at stake in this situation, not a dissenting voice was raised against the resolution by which they formally recognized that your interests are dominant in the whole situation.
>
> I think, therefore, that if I were asked what are the two outstanding results of the conference, I would say that they lie, first, in the recognition of the listeners' dominant interests in radio, and second, as a corollary, in the determination that the amount of interference must be reduced.

That means fewer stations and better ones, he explained, or at least no increase in numbers, and it must result in more efficient service and better programs. And he added:

> This request to Congress was that these stations are to be under strict governmental regulation; that each one shall obtain his license from the Department of Commerce, and before he does so he must demonstrate that his operation will serve the public interest. His license may be canceled or revoked at any time for violation of its terms or infraction of law. He must conform to law and regulations. He must perform the service which he had promised or his life as a broadcaster will end.
>
> It may be that we shall hear a great deal about freedom of the air from some of the people who want to broadcast and who will not be able to show that their desires accord with your interests. But there are two parties to freedom of the air, and to freedom of speech, for that matter. There is the speechmaker and the listener. Certainly in radio I believe in freedom for the listener. He has much less option upon what he can reject, for the other fellow is occupying his receiving set. The listener's only option is to abandon his right to use his receiver. Freedom can not mean a license to every person or corporation who wishes to broadcast his name or his wares and thus monopolize the listener's set.
>
> The ether is a public medium, and its use must be for public benefit. The use of a radio channel is justified only if there is public benefit. The dominant element for consideration in the radio field is and always will be, the great body of the listening public, millions in number.
>
> At the outset of the conference, I think there was some fear on the part of the small stations, which serve chiefly local communities, lest they were to be crowded out by the larger and more powerful stations. There was some feeling as between the Class A stations on the one side and the Class B stations on the other. It was soon found that any such fear was groundless. The distinction between Class A and Class B is wholly arbitrary. It goes back to ancient times in radio history of four years ago when the favorite occupation of the broadcaster was the transmission of phonograph music. Some of the more progressive stations declared that there was a higher form of entertainment and they were put into a separate class, designated as Class B, on the condition that they would provide better programs.
>
> The conference, therefore, resolved to wipe out this arbitrary distinction between the two classes. From now on, all stations will be on the same basis. There is to be only one test, if Congress passes the necessary legislation, that is, service to the listener, and this test will be applied to every station, big or little.

There is full recognition of the fact that many of the smaller stations perform a real service to their communities which can be given in no other way, said the Secretary, and there is no desire on the part of anybody to disturb them. But he went on:

> It was suggested that we might make room for more stations if we widened the broadcasting band. Your instruments would not cover new stations outside the present band, and if this suggestion were adopted it would mean that we should have to invade the band which has been assigned to amateurs, of whom there are thousands. The conference agreed with me that radio has a useful contribution to the fine development of the American boy. None of us wish to minimize his position in growing American life, and therefore the conference confirmed here his province.
>
> While the recommendations of the conference should ultimately result in tremendous betterment to broadcasting, we must not expect radical improvement too soon. The conference was merely an advisory body. It had no final power.

WINTER · TRIPS · AND · PLAYGROUNDS

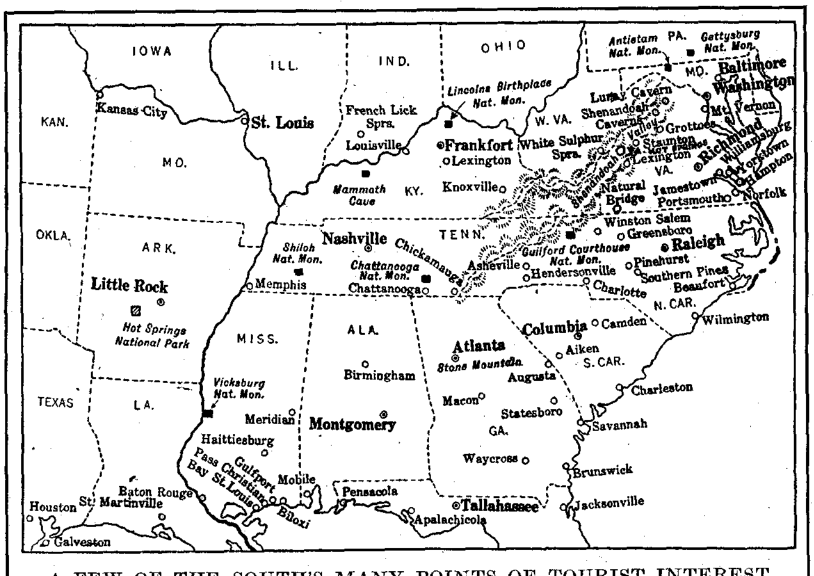
THE PAGEANT OF WINTER WONDERLANDS

LIKE A MAGNIFICENT SPECTACLE of dazzling variety of color and form, produced by a wizard of the theater, the pageant of winter wonderlands parades before the eyes of pleasure-seekers and rest-seekers over charted lines of land and sea. On this continent we see it move from Quebec, that fascinating reminder of old France, where, as has been said, "the heights up which Wolfe clambered, with Gray's 'Elegy' in his pocket, recall one of England's most heroic military exploits" and "the unlucky French commander's brave and magnanimous spirit was to match." To the strategy of war has succeeded nowadays the skill of the lovers of winter sport in the use of skis, skates, snowshoes, and the toboggan. Across Canada, through Montreal, Banff, Winnipeg, and Revelstoke, the pageant of winter wonderlands goes westward along that boundary line of about three thousand miles, which is fortified solely by fraternity and good-will. Then, swiftly turning southward along the Pacific slope, it reveals itself in a new investiture of Californian verdure and fertility, with the snow on the mountain tops as a kind of memory of the cold, bracing regions of the north. Eastward the pageant follows the warm days of the sunlit South, and passes across Louisiana's trail of ancient French tradition, until it reaches Florida, where Ponce de Leon's signboard of the "Fountain of Youth" now reads "Real Estate." The pageant journeys far into foreign countries also, but for the moment it pauses in the Southland.

WINTER IN THE SOUTHLAND

The South is the oldest and the newest playground of our country. So early as 1778 coaches rumbled over the mountain roads of Virginia bearing distinguished occupants to White Sulphur Springs. Now the Pullman carries us not only thither but beyond to Florida resorts which have risen from the wilderness since yesteryear. But the charm of the old is not dimmed by the luster of the new. What then are the attractions of this Southland for the winter visitor? Listing them briefly:

> A climatic selection including temperate, subtropical and tropical temperatures.
>
> Lofty forest-clad mountains, verdant valleys, rivers, and streams, miles upon miles of bathing beaches and yachting waters.
>
> Historic cities in which the early days of the country are inseparably interwoven, and battle-fields of two great wars.
>
> A land rich in natural resources, and vigorously developing its staple products.
>
> Every form of outdoor winter recreation from saddle-horses to roque.


IOWA
ILL.
IND.
OHIO
Antietam Nat. Mon.
PA.
Gettysburg Nat. Mon.
MD.
Baltimore
Washington
Mt. Vernon
KAN.
Kansas City
St. Louis
French Lick Sprs.
Louisville
Lincolns Birthplace Nat. Mon.
Frankfort
Lexington
W. VA.
Luray Cavern
Shenandoah Caverns
Valley
Grottoes
White Sulphur Sprs.
Staunton
Hot Springs
Lexington
Richmond
Williamsburg
Yorktown
Hampton
MO.
Mammoth Cave
KY.
Knoxville
Shenandoah
Natural Bridge
VA.
Jamestown
Portsmouth
Norfolk
OKLA.
ARK.
Shiloh Nat. Mon.
Nashville
Chickamauga
TENN.
Winston Salem
Greensboro
Guilford Courthouse Nat. Mon.
Raleigh
Chattanooga Nat. Mon.
Asheville
Hendersonville
Pinehurst
Southern Pines
Little Rock
Memphis
Chattanooga
Charlotte
Beaufort
N. CAR.
Hot Springs National Park
MISS.
ALA.
Columbia
Camden
Wilmington
Atlanta
Aiken
S. CAR.
Stone Mountain
Augusta
Birmingham
TEXAS
LA.
Vicksburg Nat. Mon.
Charleston
Macon
Meridian
Montgomery
Statesboro
GA.
Savannah
Haittiesburg
Pass Christian
Gulfport
Bay St. Louis
Biloxi
Mobile
Waycross
Brunswick
Baton Rouge
St. Martinville
Houston
Pensacola
Tallahassee
Jacksonville
Apalachicola
Galveston

A FEW OF THE SOUTH'S MANY POINTS OF TOURIST INTEREST

In a rapid glimpse of this region, including as it does one-third of the area and three-fifths of the length of the country's coast line, only typical places may be mentioned. (Florida is treated separately elsewhere.)

At the threshold of the South is Washington, the main northern gateway, a city disclosing the outward evidences of the heart and mind of the Nation. It is a shrine of patriotism, a university of education in our national institutions. The visitor is absorbed by its sacred relics, stately memorials, inspiring architecture and impressive governmental machinery. As an objective, or as a stop-over point, it has claim upon the interest of every American citizen.

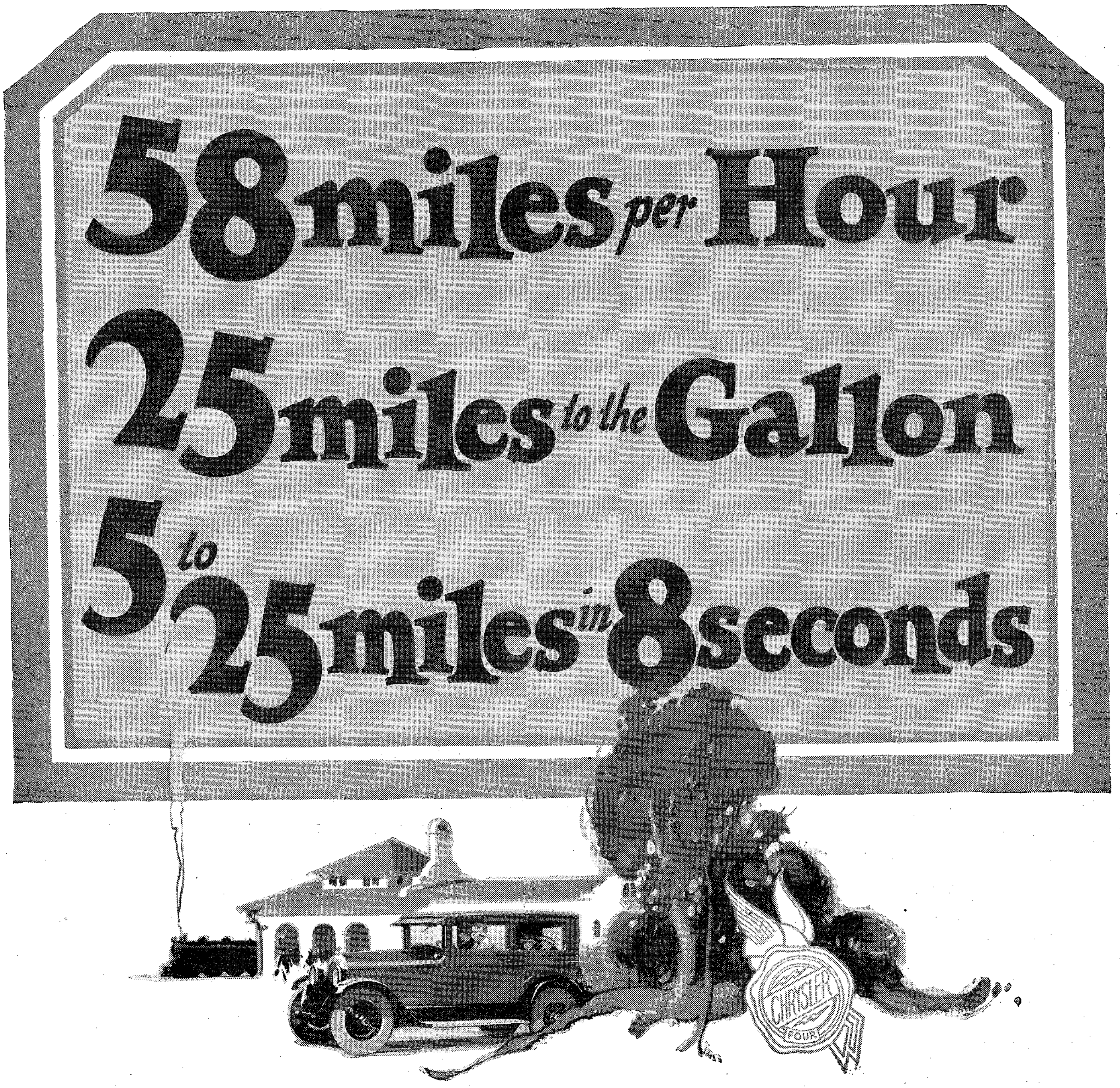
From Washington pathways lead in various directions to Dixieland. The Potomac flowing past hallowed Mount Vernon, joins with Chesapeake Bay, forming a waterway to the Tidewater of Virginia. With Norfolk or Portsmouth as a base trips may be taken to ancient Williamsburg, Yorktown, the ruins of Jamestown, Hampton and historic Richmond, not including many places of interest in Norfolk and Portsmouth themselves. In this region are the scenes of the lives of Capt. John Smith, Patrick Henry, and George Washington. It is the cradle of the Nation.

Northwestward from Washington one of the oldest routes of the South leads the traveler up the Potomac Valley to another region of scenic and historic attraction.

From historic Harper's Ferry, at the confluence of the Potomac and Shenandoah Rivers, to Lexington, "the West Point of the South," stretches the famous Valley of Virginia. Its verdant floor lies between the Blue Ridge on the east and the Shenandoah, North and Allegheny Mountains on the West. Almost every mile is of historic association. The valley itself is dotted with battle-fields, while just beyond its northern end in Maryland is the Antietam National Monument, marking this great battle, and northeast of Antietam lies the Gettysburg National Monument. Some of the world's most famous caverns are found in or near the Shenandoah Valley, including the Luray Caverns on the side of the Massanuttens Mountains in Luray Valley; the Shenandoah Caverns; Endless Caverns, and Grottoes of the Shenandoah. At the southern end of the Great Valley is the multicolored limestone natural wonder, The Natural Bridge. Efforts are being made to have Congress incorporate this historic and scenic valley in a National Park.

West of the Great Valley in the forest-clad Greenbrier Mountains of Virginia and West Virginia are those springs which, for many generations, have drawn visitors from all parts of the country to their curative waters and delightful surroundings. Virginia Hot Springs and White Sulphur Springs in West Virginia are each supplied with imposing modern hotels and opportunities for varied recreation. The saddle-horse is in favor at both resorts, as are golf, tennis, and mountain walks.

Crossing the Alleghenies into Kentucky, or entering the South by the Cincinnati or Louisville gateways, there are numerous places claiming interest. Among these are Lincoln's Birthplace National Monument in northern and the famous Mammoth Cave in northwestern Kentucky, while north



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Sustained speeds of 58 miles an hour; flashing acceleration of 5 to 25 miles in 8 seconds; unrivalled economy as high as 25 miles per gallon, is a combination of performance features found in no other car.

With these salient advantages you get captivating beauty, riding comfort and driving ease thought possible only in cars of much higher price; and durability that results from the utmost quality in design, materials and precise craftsmanship.

What car, regardless of type, near the Chrysler Four price, can even approximate such a combination of superlative worth?

Any Chrysler dealer is eager to afford you the opportunity of proving Chrysler Four's outstanding superiorities—with you at the wheel, if you desire.

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Phaeton	$1395
Coach	1445
Roadster	1625
Sedan	1695
Royal Coupe	1795
Brougham	1865
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All prices f. o. b. Detroit, subject to current Federal excise tax.

Bodies by Fisher on all Chrysler enclosed models. All models equipped with full balloon tires.

There are Chrysler dealers and superior Chrysler service everywhere. All dealers are in position to extend the convenience of time-payments. Ask about Chrysler's attractive plan.

All Chrysler models are protected against theft by the Fedco patented car numbering system, exclusive with Chrysler, which cannot be counterfeited and cannot be altered or removed without conclusive evidence of tampering.

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CHRYSLER FOUR

Touring Car	$ 895
Club Coupe	995
Coach	1045
Sedan	1095

Chrysler hydraulic four-wheel brakes at slight extra cost

All prices f. o. b. Detroit, subject to current Federal excise tax

CHRYSLER FOUR

of the Ohio River in a beautiful Indiana Valley is celebrated French Lick Springs, a year round resort with many recreational attractions.

Entering Tennessee numerous points of interest in various parts of the State are inviting. At Nashville is preserved The Hermitage, home of Andrew Jackson, and in the city's Continental Park is a striking replica of the Parthenon.

Chattanooga is headquarters for the Chattanooga and Chickamauga Battlefield National Monuments, the latter being across the State line in Georgia. One of the most impressive panoramic views of the South is to be seen from Lookout and from Signal Mountains outside the city. From the former may be seen eight States and the great Moccasin Bend of the Tennessee River. Among recreational features are saddle-horses, golf and motor trips.

In southwestern Tennessee is Memphis, another rail gateway to the South and near Corinth the Shiloh Battlefield National Monument, marking the battle of that name.

From Memphis one may travel to Little Rock, thence to the Hot Springs National Park in the Ozark Mountain region of Arkansas. The beneficial qualities of this famous spa have been established since Indian days.

Returning to the Seaboard States of the South, which we last glimpsed at Tidewater, Virginia, we may view some of the notable tourist and recreation inducements of North Carolina.

One port in particular must not be omitted, Wilmington, on the Cape Fear River, twenty-eight miles from its mouth, whose citizens resisted enforcement of the British Stamp Act seven years before the Boston Tea Party, and are now proud of their modern city with its water trips, bathing beaches, motor drives, etc.

West of the North Carolina seaboard is the famous long-leaf pine zone with Pinehurst and Southern Pines prominent among its resorts.

Pinehurst with its four eighteen-hole courses is famed as the Winter Golf Capital of the Country, yet it has many other forms of sport, including horse-racing, polo, trap-shooting, 1,500 miles of motor roads adjacent, and tennis. With its near neighbor, Southern Pines, it provides delightful winter residential possibilities.

Near Greensboro in the northern part of the State is the Guilford Courthouse National Monument, marking the Revolutionary Battle of 1781. Raleigh is a favorite tourist city, the privileges of its Country Club being open to its hotel guests.

In western North Carolina is a wondrous mountain region with a vast playground in which nature is revealed in majesty and beauty. Here in the midst of the Great Smokies rise lofty peaks, flow rivers and streams and nestle crystal lakes. Several National Forests preserve the woodland and the Government is being urged to include the region in a National Park.

"The Great Smokies," says an editorial writer in the New York *Times*, "are not so well-known as the Rocky Mountains and the California Sierras. To most of us the giants of the Southern Appalachians are seen only in the mirage of fiction. The wealth of their forests, the flash of their streams, the richness and beauty of their flora, make up a book of revelations yet to be opened. How many know that in this region proposed for a national park there are eighteen peaks ranging in height from 6,000 to 6,680 feet?"

Asheville is the capital of this territory. Four lakes are close to the city, a dozen more near by. And westward from it extends the Valley of the French Broad through Pisgah National Forest. A few hours' drive over scenic highways brings one to Mount Mitchell, elevation 6,711 feet. Scores of other peaks are even nearer. Hunting and trout-fishing are available, while golf is played on the superb courses of the Asheville Country Club and the Biltmore Forest Country Club. Mountain protection gives Asheville an invigorating winter climate without excessive cold and with negligible precipitation of snow.

In South Carolina is historic Charleston with Fort Sumter; exquisitely landscaped gardens and parks; colonial architecture, and waterside Battery promenade and drive; inland is Aiken, the Lenox of the South, whose colony enjoys polo, fox-hounds and saddle-horses. Eighteen miles distant, Augusta, at the head of navigation on the Savannah River, is renowned as a winter resort, and then there is dynamic Atlanta with Stone Mountain just beyond.

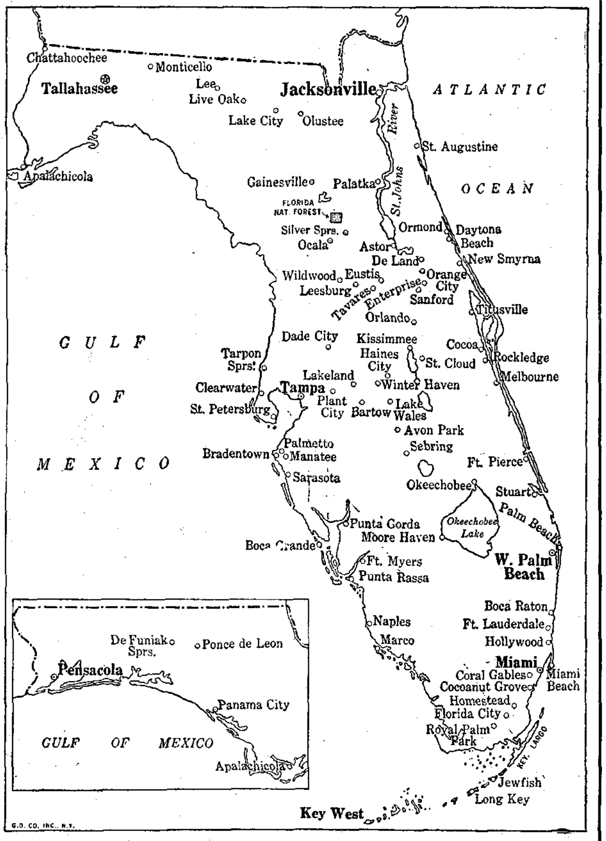
Georgia has two ocean ports of interest. "Savannah," says a writer in *Motor Life*, "presents to the tourist an ideal stopping place, offering the comforts and attractions of a progressive, modern city and the interest of ancient traditions and an honorable history." Its beautiful parkways and streets were laid out by its founder, James Edward Oglethorpe, and there still stands Christ Church, where the Colonists worshiped, and John Wesley preached.

Southward is Brunswick, one of Georgia's earliest cities, where at Fort Fredericka guns which have seen action against the Spaniards may be still viewed. "The city of Brunswick," continues *Motor Life*, "is distinguished by its avenues of oaks, older than the colony of Georgia, as their great trunks and intertwined branches testify."

Following the coast southward from Savannah, the next important port reached is Jacksonville, the northeastern gateway to Florida, which is covered in another part of these articles.

Just beyond Florida's western border is another charming Southern city, Mobile, facing a deep bay, the original settlement being made by deBienville, who raised the flag of France here. Yachting and the Country Club links offer recreation.

Inland is Montgomery, "the Cradle of the Confederacy," its museum and art gallery of interest, and two excellent golf courses in the suburbs.



SOME OF FLORIDA'S TOURIST OBJECTIVES

Bordering the Gulf Coast of Mississippi and Louisiana are a series of attractive communities in subtropical surroundings, including bayous, lagoons, rivers, forest of live oaks draped with Spanish moss, with recreation, including fishing, yachting, bathing and hunting.

Among the stately homes of Biloxi is Beauvoir, one time residence of Jefferson Davis. Gulfport Pass Christian and Bay St. Paul are favorite waterside resorts for people of New Orleans and other parts of the South.

On the Mississippi River, one hundred miles from its mouth, stands one of the most colorful and romantic cities of America. In New Orleans is found side by side the ancient and the modern. Through the Vieux Carre stalk the ghosts of Lafayette, Marshal Ney and Louis Phillippe while a few blocks beyond are resplendent modern shops. On every hand are scenes to captivate the visitor, whether he be historically or otherwise inclined. On the day preceding Ash Wednesday each year is held the festival of Mardi Gras, brought to New Orleans from Paris as an institution in 1827.

Ascending the Mississippi Valley from New Orleans the Vicksburg National Monument may be visited, marking the siege and surrender of this city in the Civil War.

West of Baton Rouge lies the adopted region of the Acadians, the land of Evangeline. Here live in Acadia, Evangeline and Matin Counties, descendants of the Nova Scotia farmers, cherishing the traditions of old. St. Martinville on the old Bayou Teche, with its Evangeline Oak, is a shrine of the Teche Country to which many visitors come.

Beyond the Louisiana Gulf Coast along the great curve of Texas are other winter resorts, including the busy modern cities, Galveston and Houston. Galveston, with its superb sea-wall and the parks, which have given it the designation of "the Oleander City," is humming with activity, being one of the great ports of the country. Houston, fifty miles from the Gulf, has constructed a deep-water channel, making it also a harbor. It is one of the South's most important rail centers.

Rail arteries leading into the Southland are mentioned under the Florida section of these articles.

THE FLORIDA OF TO-DAY AND TO-MORROW

Above the din about lot values, new "developments," building totals and population gains it is difficult to make oneself heard in speaking of those fundamental and enduring factors which will continue through future generations to make Florida a favorite playground and homeland. Our object here, however, is not real estate appraisal. It is to glimpse some of the natural resources which Señor Ponce de Leon encountered when he set foot upon this land on Easter Sunday of 1513. These blessings are creating Florida's wealth, present and future. Let us consider the more important of them.

The Florida coastline has 1,200 miles of almost continuous sandy bathing beaches and waters abounding in many varieties of fish.

More than 2,500 miles of rivers with winding channels disclose vistas of tropical scenery.

There are 30,000 Floridian lakes ranging in size from the largest in the country within one state to innumerable lakelets, affording boating, fishing, and delightful home sites.

For citrus and vegetable growers

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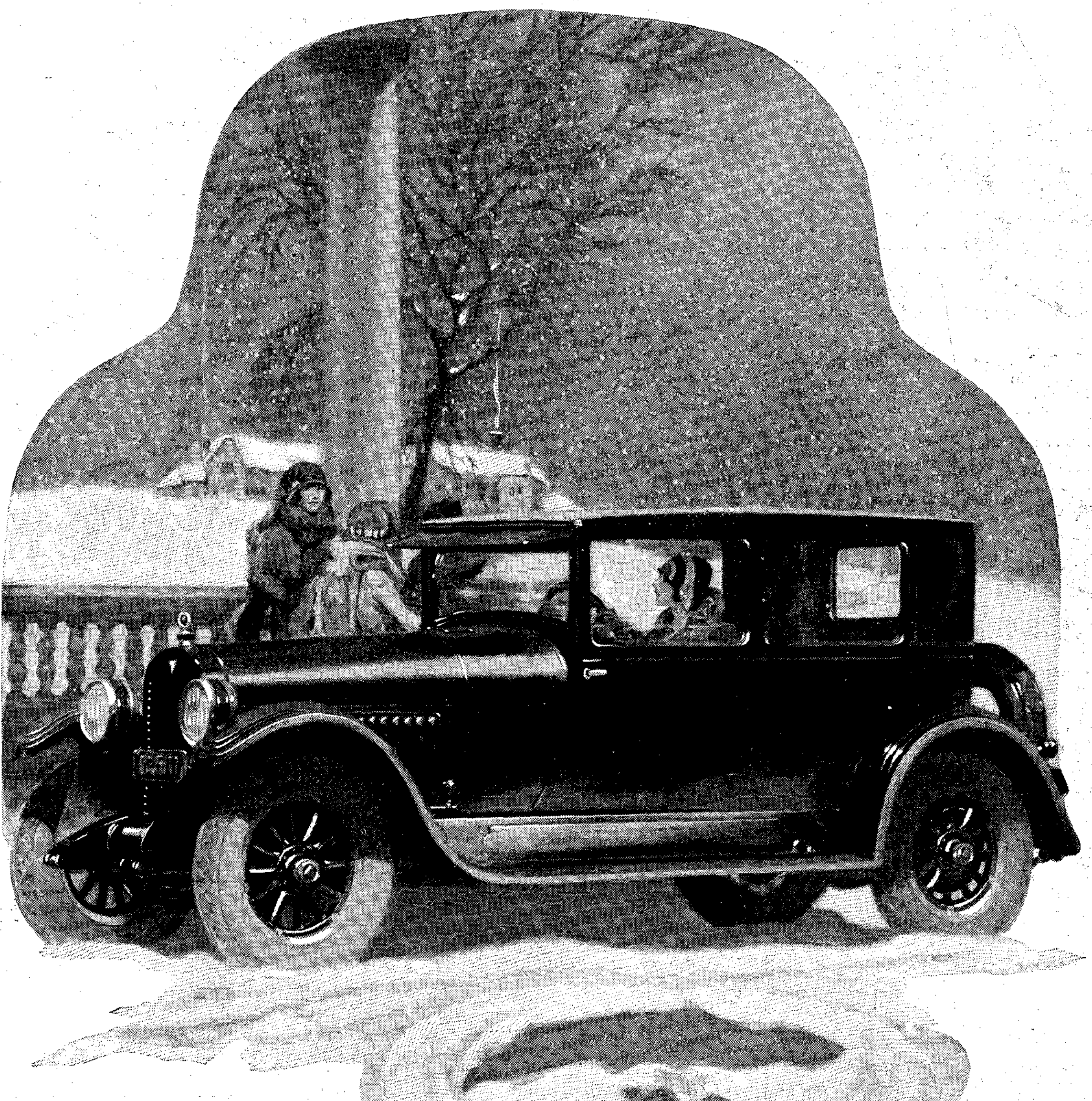

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Hudson prices are lowest because tremendous volume has made possible economical methods of manufacture. The world's largest production of Sixes—Hudson and Essex—opens economies not possible in a smaller production.

Through increase of quality, greater sales and volume economies have resulted. That volume permits lower prices. There you have the reason for Hudson's leadership in value, in price, in sales.

It explains why Hudson with the patented Super-Six principle has distinctive smoothness, long life, wide performance range, and why every Hudson owner is so enthusiastic.

There can be no better proof that Hudson is the World's Greatest Value than what owners say for it, and that its sales leadership continues as it has now for years, the outstanding success of motordom.

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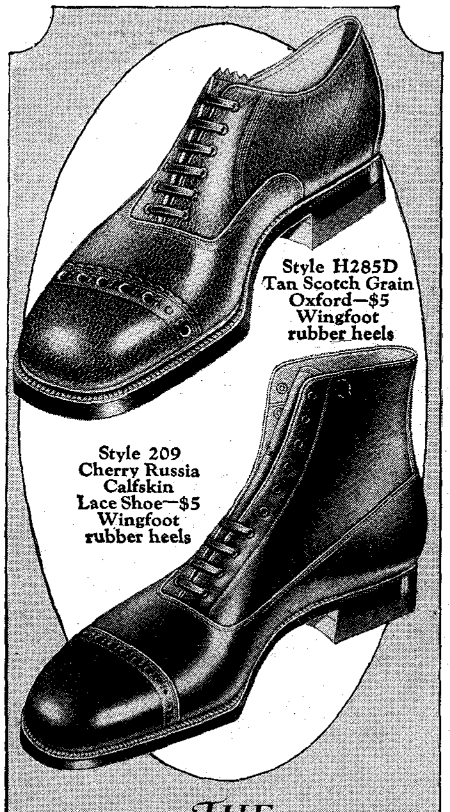

Style H285D
Tan Scotch Grain
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Public confidence in Hanover Style, Hanover Quality, Hanover Values has made possible our tremendous growth. From one small shop, 25 years ago, to a nationwide chain of 102 Hanover Stores in 75 cities and one of the world's largest shoe manufacturing plants, at Hanover, Pa. If there's no store near you, write for catalog.

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Boys' Light
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Hanover Shoes for Boys and Little Men are especially made to withstand rough treatment. Comfortable, good-looking and rugged, $2.50, $3 and $3.50.

102 stores
in 75 cities

WINTER TRIPS AND PLAYGROUNDS—*Continued*

Florida contains millions of acres of productive soil yielding or ready to yield bountiful crops, while four and one half million acres more in the Everglades await full reclamation.

Florida forests contain many trees indigenous to this State which are attractive to nature lovers and rich in valuable timber, while all the gorgeous flora of the tropics grow in profusion.

Considered the greatest asset of all, the Florida climate is one in which the discomforts of cold may be escaped, coal strikes forgotten and out-door life enjoyed at all times.

These fundamentals explain why population is pouring into this balmy empire, which is only a trifle smaller than all of New England and distant only thirty-six hours by rail from two-thirds of our population. For man is becoming more and more a migrant. Thousands are seeking Florida for comfort and recreation, only to remain for permanent residence.

For either visitors or residents the Florida playground is well equipped. There are more than one hundred golf courses; miles upon miles of surf and fresh water bathing beaches; bays, lagoons and rivers for houseboating and yachting; a rapidly increasing mileage of improved highways; scores of roque and pitching courts and a variety of fresh and salt water fishing. The Florida homeland provides for life amid the citrus groves and vegetable farms or in cities and towns which are typifying the latest and best experience in civic development. Besides these happy surroundings Florida lifts the burden of State income taxes and inheritance taxes from her citizens.

Various geographical divisions of the State are made. For descriptive purposes we shall divide it into four regions, viz.: The Atlantic East Coast; The Gulf West Coast; North—Northwestern Florida; The Lake and Scenic Highlands Country.

From the mouth of the St. Johns River to Key West stretches a shore and key line of more than five hundred miles, almost four hundred of which is paralleled by rivers, lagoons and bays forming the inside passage which gives many communities double water frontage.

Jacksonville, on the St. Johns River, twenty miles from its confluence with the sea, is not only Florida's main northern rail, steamship, and motor gateway, but the northern approach to the East Coast region. Commercially a port and rail center of first importance, teeming with business activity, Jacksonville in addition provides abundant recreational and residential attractions. Among these are six golf courses, a superb ocean beach, an hour's motor ride from the skyscrapers, parks, and parkways, and trips up the picturesque St. Johns River to Palatka, long frequented by health and pleasure seekers; Astor; Deland, noted for its educational institutions and civic attractions; Orange City; Sanford, of fishing fame, and Enterprise, each facing Lake Monroe. From Jacksonville is also available the enchanting Ocklawaha River voyage. The St. Johns is followed to Palatka thence the Ocklawaha to Silver Springs, 135 miles distant, the boat gliding over crystal waters between banks and under archways of luxuriant tropical growth.

South of Jacksonville at the head of the East Coast series of towns and cities stands St. Augustine, settled in 1565 by an expedition led by Pedro Menendez de Avilés. Here, in the oldest city in United States territory, fascinating remains of the ancient colony stand almost side by side with sumptuous modern hotels, golf courses, and motor boulevards.

Continuing southward we come to Ormond facing the Halifax River, a tidal salt water lagoon, with a peninsula between it and the ocean. Ormond's famous courses have made it a principal golf center of the East Coast, while Ormond Beach provides bathing and motoring facilities.

Daytona, consolidated with Seabreeze and Daytona Beach and to have the designation after January 1st of Daytona Beach, also faces the Halifax and is famed for its superb ocean beach, twenty-three miles long and five hundred feet wide at low water.

New Smyrna, is one of Florida's oldest settlements, dating back to 1767 and containing ruins of the Spanish period. The town of to-day has all the characteristics of a modern Florida community.

Continuing down the coast are the Indian River towns and resorts: Titusville, outlet for a famous citrus region: Cocoa, scene of the annual Indian River orange festival, connected by bridge with Merritt Island's beaches; Rockledge, overlooking Indian River, with golf and fishing pastime; Melbourne, on high bluffs, with a bridge connecting it with beach resorts; Fort Pierce, with excellent golf facilities; its neighbor Indrio an elaborately planned new town; and Stuart, on the St. Lucie River, where Grover Cleveland and Joseph Jefferson were wont to fish.

Bordering Lake Worth, another of the Florida lagoons, is West Palm Beach, an outlet for 800,000 acres of rich upper Everglades land, and one of Florida's rapidly developing cities.

Directly opposite, and connected with it by viaduct, is glittering Palm Beach, facing Lake Worth and the Atlantic, with its great hotels (a new one is open this winter), exclusive clubs, casino, golf courses, villas, bathing pavilion and all other adjuncts to the nation's winter capital of wealth internationally celebrated.

Twenty-five miles south of Palm Beach Boca Raton is coming into existence in the Spanish style of architecture. Beyond it and attractively situated on New River is Fort Lauderdale, originally a fortification during the Seminole War, but now one of Florida's inviting residential towns, with Anglers' Club, Broward Gun Club, 3,000 feet of free dockage for yachts, etc.

A few miles beyond, situated directly on the ocean, is Hollywood, one of the first of Florida's magical civic creations encountered on the journey southward. What was four years ago a wilderness has now blossomed forth a carefully planned modern city with great hotels, a half million dollar bathing pavilion, 18-hole golf course, two-mile concrete ocean-front walk, seven-mile bathing beach and now under construction a deep water harbor.

We now come to Biscayne Bay with its galaxy of new civic creations, Miami, at the mouth of the Miami River, bordering the Bay itself, and its sister city, Miami Beach, spreading out with incredible rapidity upon the peninsula between bay and ocean. Like a tale from the "Arabian Nights" is the rising of these twin cities, as it were over night, from a wilderness. Miami has become the commercial capital and leading port of South Florida, while Miami Beach is expanding rapidly as one of Florida's alluring residential communities. Each provides bountiful recreation. Biscayne Bay is the leading yachting rendezvous of Florida. Ashore there are golf courses, motor drives, polo, bathing pavilions, while bay and ocean fish of numerous varieties tempt the angler.

Miami's near neighbor, Coral Gables, is another community of dreams come true. Its plazas, gateways, hotels, clubs and homes are all in a harmony of Mediterranean architecture yet the variety of Spanish, Italian and Moorish types is sufficient to avoid monotony. The boulevards and parkways are landscaped with tropical vegetation. Recreation facilities include the Venetian Swimming-Pool, Coral Gables, Granada and Miami Biltmore golf courses, tennis courts, etc.

A delightful drive southward from Miami over a coral ridge, through oak and tropical trees, past the villas of Cocoanut Grove takes the motorist through the

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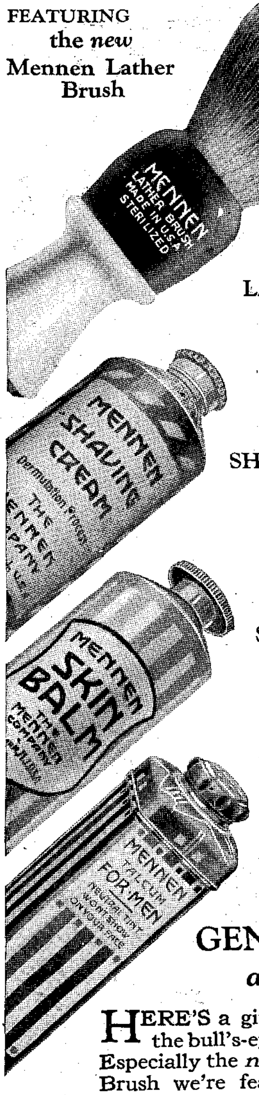

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The brush alone would make a gift that any he-man would get a genuine kick out of. And in addition you have the three old-favorite Mennen Products in a mighty attractive package with a presentation card. All at a special bargain price—$4.00 value for $2.25.

Get enough for your Christmas needs *now* before your dealer is all sold out.

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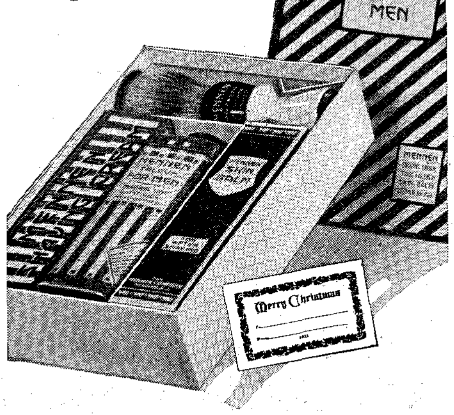


THE MENNEN COMPANY, Newark, N.J., U.S.A.

WINTER TRIPS AND PLAYGROUNDS—*Continued*

Redlands district famous for its tropical fruit, to the 4,000-acre Royal Palm State Park. Construction has begun on the State Highway, which will continue to the tip end of the peninsula, thence paralleling the famed over-seas division of the Florida East Coast Railway across Keys and intervening waters (Jewfish, Key Largo and Long Key, the latter made famous by Zane Grey, are already famous fishing resorts) to busy Key West "The Island City," where steamer connections are made for Havana and coastwise routes.

Turning to the West Coast we find a region of deep bays, numerous islands, rivers flowing gulfward, and another galaxy of communities offering inducements for recreation and residence.

They begin with Pensacola, facing a beautiful land-locked harbor, and for centuries the capital of the Province of West Florida, and now a shipping center and rail gateway of Northwest Florida. This historic town has been occupied by three races, English, Spanish and American, and has the charm of this background. The winter visitor will find many forms of outdoor recreation in and about the city. Between Pensacola and Apalachicola is Panama City, headquarters for the St. Andrews Bay region. Apalachicola, on the river and bay of the same name, is one of the West Coast's busy ports and industrial cities.

Continuing southward, the famous Pinellas Peninsula—Tampa Bay—Manatee regions are encountered. On the peninsula itself are Tarpon Springs, charmingly located on the Anclote River, and Bayou, with fifty miles of waterways near by, sports including boating, golf, hunting and fishing; Clearwater, capital of Pinellas County, on a bluff overlooking the sparkling waters of Clearwater Bay, and having a two-mile causeway to the Gulf Bathing Beaches; Belleair, with two famous golf courses, and St. Petersburg, the "Sunshine City."

This famous city at the very tip end of the peninsula facing both the Gulf and Old Tampa Bay is one of Florida's most active business and attractive residential and recreational centers. There are four 18-hole golf courses, extensive bathing beaches, yachting facilities unexcelled, pitching courts, public concerts by the Royal Scotch Highlanders Band, and on the near-by banks 294 species of fish.

At the head of Hillsboro Bay, shaded with rich tropical foliage, stands Tampa, important port of the West Coast, manufacturing more cigars per day than any other American city, and entertaining thousands of winter visitors in its great hotels. Golf, boating, motoring, and fishing are pastimes in favor there. Midwinter horse-racing, the annual Gasparilla Carnival and regattas are entertainment features. The Boulevard Drive, crossing Old Tampa Bay on the six-mile Gandy Bridge, connects Tampa with St. Petersburg and Pinellas resorts.

Land and water routes lead southward to the land of Manatee, with its group of attractive towns, including: Bradenton on the Manatee River, twenty minutes drive from the Gulf Beaches, has two golf courses, three roque courts and ample fishing opportunities; Manatee, also on the river, here a mile wide, is carrying through a million dollar civic improvement plan; Palmetto, another fast-growing and attractive town, is near by.

Farther down the coast is Sarasota, with an ideal setting on its bay, three miles wide and twelve long. For years headquarters for sportsmen, it is now one of the bright stars of the West Coast firmament. Here another new causeway leads to the Gulf bathing beaches. Southward Venice borders a bay opening to the Gulf.

In the latitude of Palm Beach on the East Coast is the West Coast Charlotte Harbor region, including among others these noteworthy places: Boca Grande on Gasparilla Island, where tradition has it the pirate Gasparilla held carnival; Punta Rassa at the mouth of the Caloosahatchee River are each headquarters for fishing expeditions; while Fort Myers, with its wealth of tropical vegetation, "The Garden Spot of Florida," on the Caloosahatchee is connected with the East Coast by river, canals, and lakes.

Naples on the southern West Coast was settled by Kentuckians, and was long the winter home of Col. Henry Watterson. Beyond lie the Ten Thousand Islands of the Gulf Coast.

Northern Florida is a region of old-established towns, historic interest, of numerous rivers, a profusion of birds and live oaks draped with Spanish moss. At Olustree was fought a battle in the Civil War; Live Oak is an old town shaded by trees of the same name; Lee is near the Suwanee River, where the famous song was written; westward is Monticello, and then the State capital, Tallahassee, having all the charm of a typical Southern city; Chattahoochee is on the Apalachiola River; at Ponce de Leon, tradition says, the famous explorer drank from a spring; DeFuniak Springs, 285 feet above sea level, is the seat of Palmer College.

North and South interior Florida contains lands of highlands, innumerable lakes and watercourses, luxuriant tropical vegetation, and towns which, lacking some of the glitter of the coast resorts, are in restful and idyllic surroundings with varied forms of recreation.

Gainesville, an important rail and motor cross-roads, is the seat of the State University; Ocala, its streets shaded with moss draped oaks, is in the heart of the pine country, and just west of the 200,000 acre Florida National Forest, while near by are the famous Silver Springs, 300 yards in diameter and eighty feet deep, gushing forth 368,913 gallons of pure water each minute. From glass-bottomed boats their depths may be viewed. From Silver Springs the famous Ocklawaha River trip extends to Palatka on the St. Johns, thence to Jacksonville.

Traveling southward through Central Florida the captivating lake country is disclosed. Leesburg is the largest city of Lake County, dotted with 1,400 named lakes, and having six actually within its city limits. Between Leesburg and Jacksonville a water line will be operated this winter via Lake Griffin, Ocklawaha, and St. Johns Rivers. Leesburg maintains an Izaak Walton League, which is sufficient to explain its fishing possibilities.

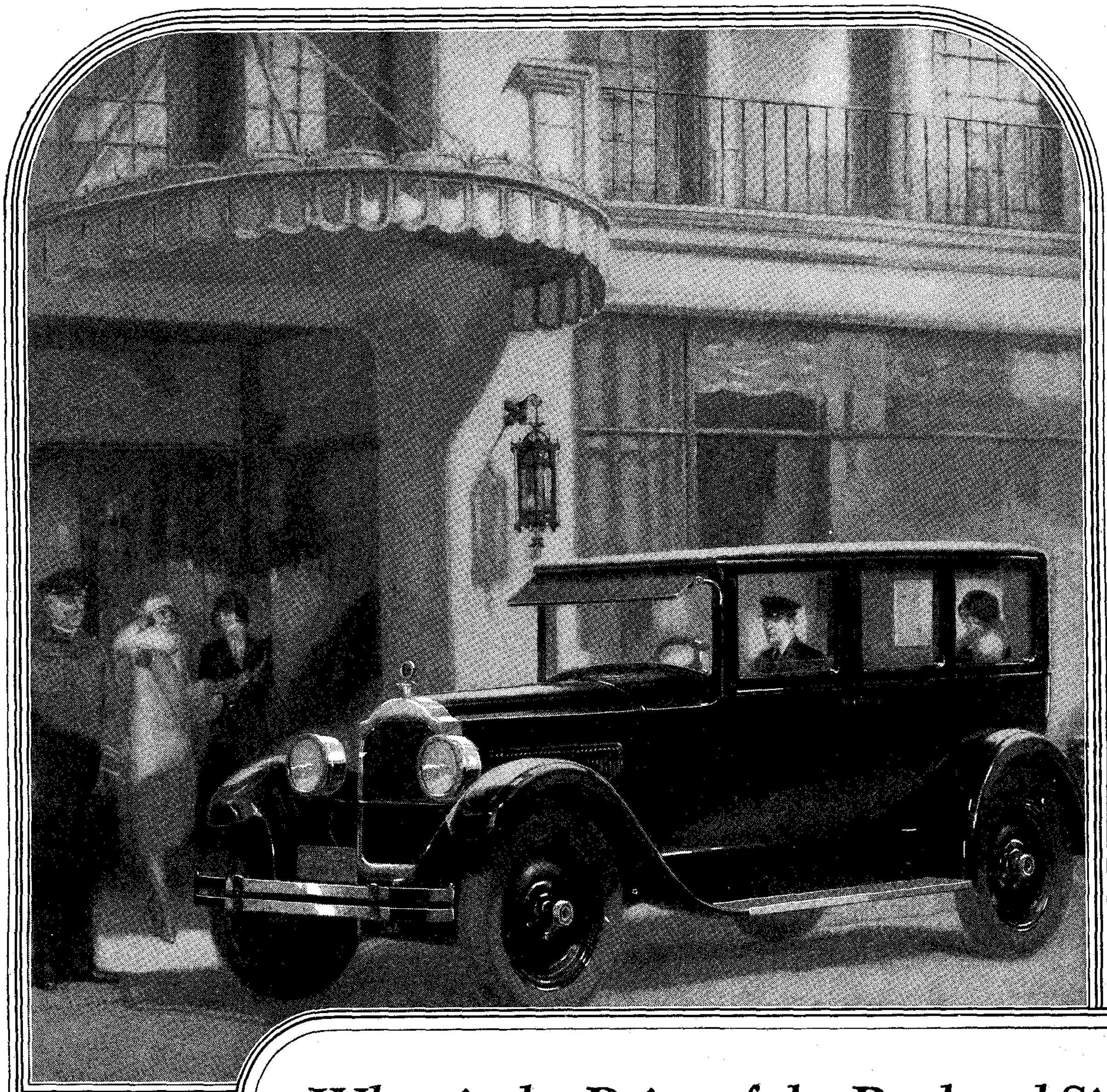
Eustis, facing Lake Eustis, and Winter Haven, "City of 100 lakes," are in a rich citrus country and have many delights for visitors or residents.

Orlando, "the city beautiful," in the high pine region, is one of Florida's most charming inland cities, golf, hunting, and fishing being favorite pastimes. Lake Eola is within the city. Westward lies Dade City, the center of a network of motor roads, and capital of Pasco County.

Kissimmee, which looks out upon the broad waters of Lake Tohopekaliga, beginning of the scenic water trip to the Atlantic, is growing rapidly. Haines City is the attractive gateway to the Highlands-Lake region.

Lakeland claims to be the highest city in Florida, and has within its limits fifteen sandy bottomed lakes. Trout, bass, and perch tempt the fisherman, and a famous course the golfer. Lakeland is creating an elaborate waterside civic center. Bartow is one of Polk County's leading cities.

Lake Wales, with fifteen crystal lakes in its limits, contains the winter homes of numerous men of note. Avon Park is surrounded by thirty-six lakes. Sebring, on Lake Jackson, has an excellent 18-hole golf course and boating facilities. On or near the shores of Lake Okeechobee numerous towns are growing, including Okeechobee, a rail and motor road point near



ASK
THE MAN
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ONE

The illustration above shows the Packard Six Seven-Passenger Sedan Limousine—$2885 at Detroit. Both the Packard Six and the Packard Eight are available in nine body types—four open and five enclosed.

What is the Price of the Packard Six?

ASK five men the lowest price at which a Packard Six closed car may be bought and all but one will say four or five thousand dollars.

And quite naturally, for it is hard to associate the beauty and distinction of a Packard with any price other than the highest.

Yet the great majority are wrong!

To them Packard offers what is in effect a $1500 reduction.

The price of the Packard Six five-passenger sedan is but $2585 at Detroit, including all necessary accessories.

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"HUKI" this Winter in Hawaii

"Huki!" Hawaiian boys shout at Waikiki—"Pull, Pull!" as a great white-capped comber lifts your outrigger canoe and hurls you landward at breath-taking speed.

Try this summery vacation this winter—as unlike the rest of your year as a holiday should be—and as easy to plan and take! Your nearest railway, steamship or travel agent can book you direct to Honolulu. Steady-keeled liners sail from Los Angeles, San Francisco, Seattle, Vancouver or Victoria, B. C., in 5 to 6 days.

Enjoy Hawaii several weeks or months; living costs are moderate. Or make the round trip from the Pacific Coast in 3 or 4 weeks for as little as $300 or $400, allowing a week or two in Uncle Sam's romantic territory and providing for all travel and living expense.

Good golf, motoring, hotels, modern conveniences, on all larger islands. Tennis, deep-sea fishing, hiking, inter-island cruising; volcanic wonders in Hawaii National Park. If you wish descriptive, colored brochure on Hawaii, write now—

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WINTER TRIPS AND PLAYGROUNDS—*Continued*

the north shore, and Moore Haven directly on the western shore, with the cross state boat lines between West Palm Beach and Fort Myers intersecting it.

These brief glimpses include typical communities in their various regions. Scores of other cities and towns either new or long established await this winter the greatest influx Florida has yet known.

To care for this increasing migration water and rail lines are providing a more extensive service than at any other time in Florida transportation.

Nineteen through daily trains to Florida—nine from the east and ten from the west—are operated by the Atlantic Coast Line, providing berthing accommodations into Jacksonville of more than 21,000 per week. This system has completed double-tracking between Richmond and Jacksonville. Six through trains from the North to Florida are scheduled by the Seaboard Air Line Railway. Each of these systems has either recently completed or has under construction extensions of their Florida lines. An augmented train service, including twelve daily limited trains, is provided by the Florida East Coast System from Jacksonville and points southward. Confronted with heavy traffic demands the East Coast System is expanding its facilities. Double tracking of the entire division between Jacksonville and Miami will be completed and in operation in 1926; a two million dollar double track bridge over the St. Johns River is open; a new double track cut-off between St. Augustine and Bunnell, effects a saving of about an hour's time between St. Augustine and points south; the Okeechobee branch line has been extended thirty-four miles along Lake Okeechobee; fifty-one new locomotives put in service on the entire system.

A new train will be operated between Kansas City and St. Petersburg by the St. Louis-San Francisco System in conjunction with the Seaboard Air Line and the Southern Railway, with through sleeper from Denver via Rock Island Lines. Through sleeping cars from Detroit, Cincinnati, and Cleveland will be operated to Jacksonville by a new train over the Louisville and Nashville, Central of Georgia, and Atlantic Coast Line Systems. The Illinois Central System has considerably shortened the running time of its crack train between Chicago and Miami. Through Florida service from Chicago is also afforded by the Chicago and Eastern Illinois System and the Big Four. The Southern Railway System will operate a through train to the West Coast, with through cars from Detroit, Toledo, Cleveland, Cincinnati, Columbus, Chicago, Indianapolis; also, two trains to Jacksonville and Miami with the same through service.

Pensacola is the rail gateway to western Florida, already reached by the Louisville and Nashville System, and soon to become an important terminal for the St. Louis and San Francisco System.

The greatly increased steamship accommodations between New York, and Florida, provided by the Clyde, Admiral, and American Lines, were described in detail in our issue of November 28th.

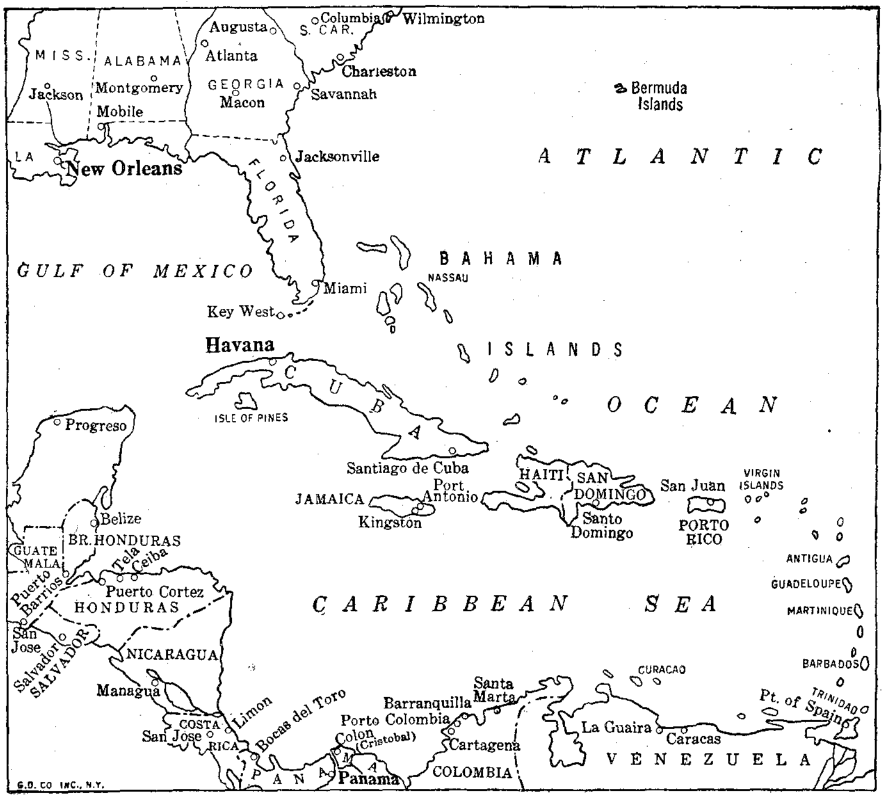
Direct service between Baltimore and Miami is also maintained by the Merchants and Miners Transportation Company, and by the Baltimore and Carolina Steamship Line. The Mallory Line provides weekly sailings to south Florida, its New York to Galveston ships calling at Key West. Between New Orleans and Tampa the Gulf and Southern Steamship Company has weekly sailings. Twice a week sailings between Tampa, Key West, and Havana are provided by the Peninsular and Occidental Line, which also maintains the daily service between Key West and Havana. Twice a week mid-winter sailings between Miami and Nassau will be made by the Munson Line, and between Miami and Havana, three times a week by the Clyde Line.

TO THE ISLES OF ETERNAL SUMMER

From St. David's Head at the tip end of Bermuda to Cristobal at the Caribbean entrance to the Panama Canal lie islands and lands in latitudes of eternal summer. Yet climate is not their only charm. The essence of travel here includes:

Tropical scenery, fruits and flora disclosed in all their luxuriance.

Lands under jurisdiction of numerous


Augusta
Columbia
S. CAR.
Wilmington
MISS.
ALABAMA
Atlanta
Charleston
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Montgomery
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Savannah
Mobile
Bermuda Islands
LA
New Orleans
Jacksonville
FLORIDA
ATLANTIC
BAHAMA
NASSAU
GULF OF MEXICO
Miami
Key West
Havana
ISLANDS
CUBA
OCEAN
ISLE OF PINES
Progreso
Santiago de Cuba
HAITI
SAN DOMINGO
San Juan
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Kingston
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Tela
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ANTIGUA
Puerto Barrios
Puerto Cortez
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MARTINIQUE
San Jose
SALVADOR
Salvador
NICARAGUA
BARBADOS
CURACAO
Managua
Santa Marta
TRINIDAD
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Bocas del Toro
Barranquilla
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THE WEST INDIES AND BEYOND

This may save you thousands of dollars.

YOU, as a business or professional man, undoubtedly appreciate the tremendous importance of insurance, but do you understand the importance of keeping your insurance up to date?

Change the circumstances under which a policy was originally written, and you may be over-insured or under-insured. You may be paying too high a premium or you may have made changes which entitle you to more protection for the same premium.

You may have made additions and improvements to your property or extensions of your business operations which are not adequately insured by your present policies. Your personal forms of insurance protection which you have provided for yourself and your dependents may not have kept pace with present-day requirements.

The Ætna affiliated companies have met these conditions so frequently that they have now evolved a plan which is aimed to correct them wherever they exist.

Briefly, this Ætna Plan includes:

First—A thorough investigation, or survey, of your general insurance requirements.

Second—A careful examination, by experts, of the insurance carried.

Third—The preparation and presentation of a permanent record—an *insurance chart*—setting forth what the survey and investigation have disclosed.

Fourth—A written report showing how the requirements—as disclosed by the chart—can be met.

Fifth—Continued attention to your insurance needs, and the keeping of the chart up to date.

The Ætna Plan has been especially valuable to business and professional men who have large responsibilities. It is highly recommended also to young men in business or professional life who are just starting to build a program of protection through insurance. Trust companies, lawyers, real estate organizations, executors and administrators of estates—all those charged with the care of property—will find this plan of great value.

The Ætna affiliated companies are foremost, among multiple-line companies, in the number of lines written and in financial strength. They have dealt in protection for 75 years. They have facilities for covering any risk, regardless of size, and they maintain service offices in every section of the country.

The Ætna representative in your community is equipped to render you the service provided by the Ætna Plan, and will gladly do so. He is trained in the fundamentals and practice of insurance and bonding to a degree not surpassed in the long history of his profession.

Are *you* sure that your present insurance protects you as it should? Let us send you a booklet which tells you in greater detail about the Ætna Plan. The coupon is for your convenience.

ÆTNA LIFE INSURANCE COMPANY
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Gentlemen: Please send me your booklet which describes the Ætna Plan in detail.

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Friends tell friends about the

Los Angeles Limited

Premier train to Southern California

"Yes, my dear, you have all the intimate comforts and conveniences of home on the Los Angeles Limited. Really, we think it's the finest train we ever rode on."

* * *

YOU'LL like the LOS ANGELES LIMITED—its complete appointments, its atmosphere of luxury. Club and observation car, barber, valet, bath, maid, hairdressing and manicure service; delicious dining car meals.

Los Angeles Limited

leaves C. & N. W. Terminal, Chicago daily 8:00 p. m.; arrives Los Angeles 2 p. m. third day.

Four other trains daily, Chicago direct to California; two to Denver connecting for California. Excellent through service from St. Louis and Kansas City.

Ample accommodations in California at reasonable prices. Handsome California books free upon request.

For information, ask any ticket agent or Union Pacific representative, or write

W. H. MURRAY, General Passenger Agent, Omaha, Nebraska

UNION PACIFIC

WINTER TRIPS AND PLAY-GROUNDS—*Continued*

governments, with inhabitants representing as many different peoples.

Cities and fortifications founded centuries ago, the ancient existing side by side with the modern.

Remains of mysterious prehistoric races and communities.

Associations representing the very melodrama of history, including discovery, conquest, freebooting.

The principal groups within these regions include the Bermuda Islands; the Bahamas; Cuba; Jamaica; Porto Rico; The Lesser Antilles; Colombia; Panama and Canal Zone; Costa Rica, Guatemala and Honduras.

What scenes have their waters witnessed! Columbus penetrating their mysteries, followed by Drake, Hawkins, Balboa, Anson, De Soto, opening the new world to the old. A later scene discloses the fearsome ships of Morgan, 'Ollonais, Kidd, Blackbeard, and Barthelomew, with Skull and Crossbones their ensigns, and following them the devastating Buccaneers. Now only the ghosts of these adventurers linger, and we may voyage in happiness by luxurious steamships.

A voyage of only forty-eight hours from New York brings the tourist to Bermuda, coral girt, its white houses standing amid parterres of tropical bloom, yachts skimming over waters crystal clear, hillsides of vivid greens, and over all a canopy of wondrous azure sky. It is a series of nature paintings seldom found elsewhere in such perfection. Recreation in the clear, clean air and balmy sunshine is a joy whether it be availed by carriage drives, golf (two 18-hole and two 9-hole courses) bathing, sailing, canoeing, horseback riding, tennis, cycling, and hiking. Altho a British possession no passports are necessary.

For more than six hundred miles the great archipelago of the Bahama Islands stretches southeastward from a point 185 miles opposite the mid-Florida coast. Seven hundred islands form the total, but two members of the group claim first interest. Upon Watling Island Columbus landed in 1492. Upon the island of New Providence stands Nassau, the political and tourist capital of the Bahamas. Stirring has been its history—at one time a Buccaneer stronghold; captured from the Spaniards by the British; recaptured by Spain and again by Great Britain; held a single day by the American admiral, Hopkins; headquarters for our Civil War blockade runners. The crowning attraction of Nassau is its delightful climate—temperature never exceeding eighty degrees or falling below sixty degrees, with a winter average of about seventy-two degrees. A famous 18-hole course is open to golfers. Tennis is in high favor. In surrounding waters the barracuda, amberjack and fighting tarpon are found. Bathing on beaches of coral sand, yachting and drives to points of historical interest are other forms of recreation. Nassau is about sixty hours' voyage from New York, and an overnight trip from Miami. It is under British control but free from passport requirements.

Following the course southward from the Bahamas, the West Indies voyager arrives at Cuba, passing abreast the frowning walls of Morro Castle into the historic harbor of Havana. Here only a few hours away from Key West is transition to a modern foreign city, albeit one which still contains fragments of ancient Spain. Havana caters to a host of winter visitors, satisfying various tastes with its historic buildings, fascinating shops, gay boulevard life, brilliant theatres, horse-racing at Oriental Park, golf at the famous Country Club, bathing at nearby beaches and excursions to outlying regions. A stroll through the Prado connecting the city's superb parks, or along the Malecon, ocean promenade, listening to the music of public concerts, or a visit to the city during the carnivals of February and March are experiences long to be remembered.

Out through the provinces are wonderful mountain drives, exquisite tropical scenery, vast tobacco and sugar plantations and, what has been termed a botanical paradise. Many points of interest lie within short distances of the Capital, but to get the full picture of Cuba, the rail trip through the center of the island to historic Santiago de Cuba should be taken. The Cuban Government requires no passports from winter tourists.

Beyond Cuba is spectacular Jamaica, with Kingston, its capital, one of the "show places" of the West Indies, and Port Antonio on the north shore a favorite recreational center. Over the island towers Blue Mountain Peak, 7,300 feet above the sea, its altitude giving Jamaica both tropical and temperate climate. Even at sea level the southeast trades bring refreshment daily. There are many "sights" here, including the world-famous Hope and Castleton botanical gardens, and superb views obtainable from mountain drives. Two thousand miles of motor-roads are available. Far beneath the waters of Kingston Harbor are the remains of Port Royal, sunk in an earthquake from sea level after being the favorite rendezvous of the most desperate pirates roaming the Spanish Main. Jamaica is under British jurisdiction and all visitors are welcomed on the same basis as at Bermuda and Nassau.

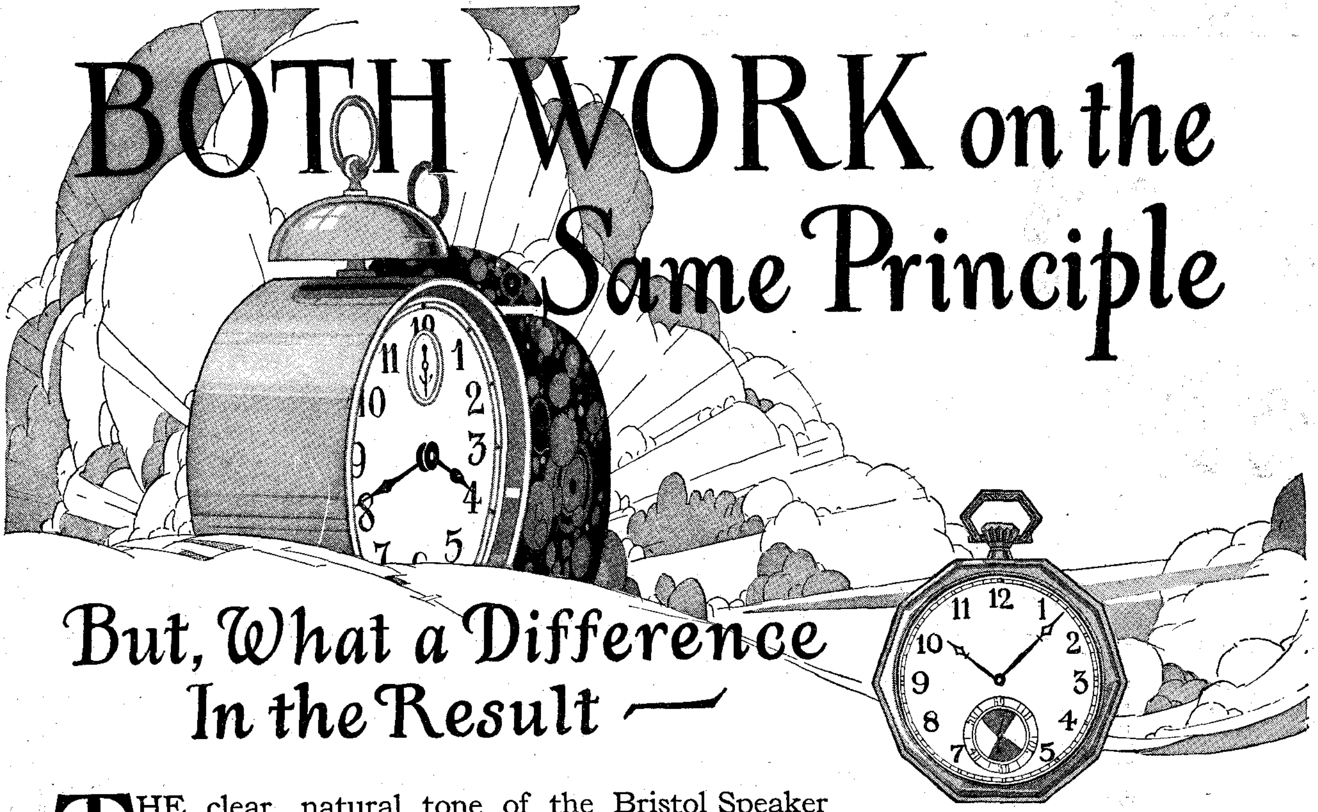
The Island of Santo Domingo east of Jamaica, and discovered by Columbus, contains the loftiest mountains of the West Indies, and a veritable treasure house of historical associations including the bones of the great navigator.

Eastward lies Porto Rico, over which flies our own flag, and in which is to be seen in vivid contrast modern America and ancient Spain. The romance of past centuries still hovers over this tropical land. The luxuriant vegetation of which Columbus wrote so glowingly to his king and queen after visiting the island in 1493 still impresses the visitor of to-day. Ancient Spanish bridges and miles upon miles of Spanish military highways delight the motorist. The ox-cart and the thatched hut still endure beside the motor-truck and sumptuous hotel. The principal ports of call include San Juan, where we may still visit Casa Blanca, built by Ponce de Leon, the venerable church of San Jose and the Fortress of San Cristobal in the midst of a busy American city; Ponce, its plaza lined with royal palms, its Spanish houses vari-colored, and its shops inviting; Mayaguez facing a beautiful harbor with a background of mountains fringed with coffee groves. Besides motoring, Porto Rico has facilities for ocean-bathing, yachting, golf and fishing.

Porto Rico is the beginning of an island series extending in a long curve to the shores of South America, known collectively as the Lesser Antilles, or Caribbees. Slightly off the beaten path of West Indies travel, these islands with their impressive volcanic peaks rising in succession from the sea's rim, their numerous races and various governments afford, however, an endless variety of interest to travel lovers. The principal islands include: Virgin Islands (United States), St. Kitts and Antigua (British), Guadeloupe (French), Dominica (British), Martinique (French), St. Lucia (British), and Barbados (British).

Southward from Kingston, Jamaica, the direct steamship route extends to Cristobal, Canal Zone, Caribbean gateway to the Panama Canal. This engineering masterpiece with its Gaillard Cut, Gatun Dam, Pedro Miguel and Miraflores Locks, "electric mules" and approaches is a source of interest to tourists, while ancient Panama City and Puerto Bello are nearby. From Cristobal radiate ocean routes to Central America, Northern South America,

BOTH WORK on the Same Principle



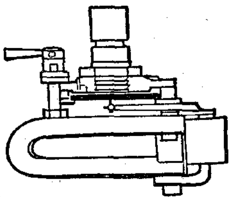
But, What a Difference In the Result —

THE clear, natural tone of the Bristol Speaker is due to the same reasons behind the wonderful accuracy of a fine watch: better materials and greater refinement of every part that *counts*.

The newest Bristol refinement is the SUPER-UNIT, with a large, low-pitch diaphragm.

This unit brings in, not only the middle and upper registers, but also all those bass notes (the very foundation of music!) heretofore either imperfect or entirely absent. The difference is truly amazing!

Hear *all* of the concert. Ask your dealer to let you try out the Bristol.



The New SUPER-UNIT Reproduces the Entire Tonal Scale

Send for Free Booklet

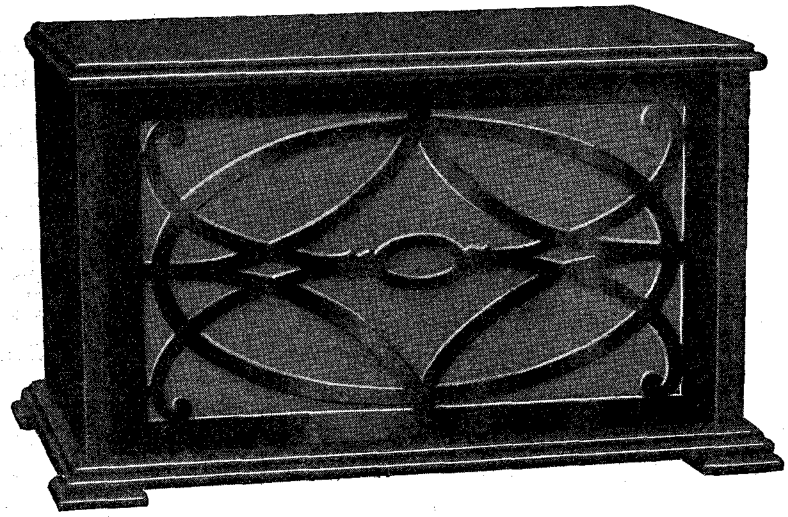
entitled, "How To Select Your Loud Speaker." It tells how to look for and find tone quality in a Loud Speaker.

Super C $30 ⟶

Mahogany Cabinet Design

Cabinet of handsome mahogany, 17 x 10 x 10¼″—worthy of a place amid the finest furnishings. Has a splendid voice, due to spacious sound chambers and the new Super-Unit.

Super S $25.00—Rubber horn 14½″ diameter. Cast metal throat. Black velvet mat finish with gold decorated base. Has the Super-Unit. There are also other horn type speakers at $15.00 and $20.00.



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The Bristol Company, Radio Division A, Waterbury, Conn.

For 36 years makers of the highly sensitive and accurate Bristol's Recording Instruments.

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See the GULF COAST

Historic Land of Delightful Winters

Since Ponce de Leon visited the Western Shores of Florida four hundred years ago . . . since Bienville, in 1719, with his brave followers from France, wrested control of this territory from the Spanish . . . since 1763, when "The American Riviera" was ceded to Great Britain . . . since 1821, when practically all of the Gulf Coast was transferred to the United States . . . this great stretch of sun-warmed shores has been the haven of the winter-weary.

Here, out-door sports are at their best . . . fishing, golf (on grass greens), boating, motoring, polo and tennis . . . all lure you to dodge the cold and snows and *really live* in this God-favored section.

This enchanting region is reached by two of America's finest trains . . . both traversing the Mississippi Gulf Coast.

From the North

The Pan-American

through from Cincinnati and Louisville to Pensacola and New Orleans.

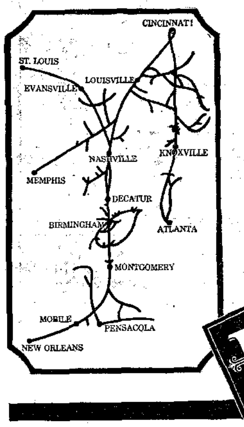
From the East

CRESCENT LIMITED

from New York, Philadelphia, Baltimore and Washington, with sleeping car from Boston to New Orleans. All-Pullman, all steel trains with club cars, observation cars, compartment and drawing-room sleepers, shower baths, valet and maid service.

Several other trains daily . . . all affording the famous L. & N. dining car service . . . provide direct, through accommodations from the northern and eastern cities named, and from Chicago, St. Louis and Evansville, to the entire Gulf Coast section.

LOUISVILLE & NASHVILLE R. R.



R. D. Pusey
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New Orleans, La.

Write either of the above offices for descriptive booklet about the attractions of the Gulf Coast as a place to visit, a place to live, and a place to prosper.

L&N

WINTER TRIPS AND PLAYGROUNDS—*Continued*

the West Indies and the United States. From Balboa, at the Pacific entrance to the canal, routes diverge for West Coast Central America, Mexican and United States ports and for the entire West Coast of South America.

Eastward, voyages from Cristobal lead to Cartagena de las Indias, the treasure city of the Spaniards whose vast fortifications fell before Drake in 1585; Puerto Colombia, seaport for Barranquilla on the Magdalena River; Santa Marta, where remains of the first Christian Church to be erected in America are pointed out; Caracas; Port of Spain; Trinidad with its Asphalt Lake, and Georgetown, the English City of British Guiana.

Northward from Cristobal are regions of wondrous interest, including Bocas del Toro, a medieval Spanish town; Port Limon, where the tourist boards the train for a spectacular scenic trip up vast mountain altitudes to San José, the capital of Costa Rica, 4,000 feet above sea-level; Puerto Barrios, where a sixty-mile inland rail trip leads to Quirigua, point of departure for the remarkable relics of the Maya race, believed to have existed here 1000 B. C.; Guatemala City, 5,000 feet above the sea and surrounded by a charming lake region; Belize, headquarters for the Honduras mahogany trade. Visitors to the South and Central American countries mentioned in the foregoing are free from passport requirements.

COASTWISE STEAMSHIP SERVICES

Ports	*Sailings*	*Lines*
Boston & Yarmouth, N. S.	2 weekly	Bos. & Yar. S.S. Co
Boston & Portland	Daily	East. S.S. Lines
New York, Newport, Fall River & Boston via Fall River	Daily	Fall River Line
New York & Boston via Providence	Daily	Colonial Line
New York & Boston via Providence	Daily	Bay State Line
New York, Halifax & St. John's, N. F.	Weekly	Red Cross Line
New York & Norfolk	Daily	Old Dominion Line
New York & Savannah	3 weekly	Savannah Line
New York, Charleston & Jacksonville	3 weekly	Clyde Line
New York & Miami	3 weekly	Clyde Line
New York & Miami	5 days	Admiral Line
New York & Miami	Weekly	American Line
New York, Key West & Galveston	Weekly	Mallory Line
New York & New Orleans	Weekly	So. Pac. S.S. Line
Philadelphia, Savannah & Jacksonville	2 weekly	Mer. & Miners
Baltimore, Old Point Comfort, Norfolk	Daily	Chesapeake Line
Baltimore, West Point, Richmond (via rail)	Daily	Chesapeake Line
Baltimore, Portsmouth, Norfolk	Daily	Old Bay Line
Baltimore & Norfolk	4 weekly	Mer. & Miners
Baltimore & Miami	10 days	Balto. & Carolina
Philadelphia & Miami	10 days	Balto. & Carolina
Baltimore, Savannah & Jacksonville	2 weekly	Mer. & Miners
Washington & Norfolk	Daily	Norfolk & Wash.
Savannah & Jacksonville	4 weekly	Mer. & Miners
Port Tampa, Key West & Havana	2 weekly	P. & O. Line
Miami & Havana	3 weekly	Clyde Line

SOUTH AMERICAN WONDERLANDS

It is a happy omen that passenger traffic between the United States and Latin America is steadily increasing. This gain includes tourist as well as business interchange. It means a tightening of bonds between the two continents. It will result in better understanding of trade possibilities and acquaintance with the peoples, scenery and historical associations of our sister continent.

Briefly summarized, the South American trip includes:

A delightful ocean voyage with the novelty of King Neptune's ceremonies as "the line" is crossed.

Visits to the relics of Inca and prehistoric civilizations.

Following in the footsteps of the Spanish conquest and the liberators.

Contact with unusual races, customs and scenes.

Mountain scenery unsurpassed in the Western world, viewed from the highest altitude railways.

Superb cities with magnificent civic institutions and brilliant life.

Midsummer when it is midwinter in the United States.

"Nowhere on the globe," says Isaac F. Marcosson, writing in the *Saturday Evening Post*, "can you get a more fascinating play of romance and realism than on this journey to and through South America. The marvel is that more people do not make it. From the Caribbean almost to the Cape you tread the historic path or sail the storied sea. You skirt the Spanish Main, haunting and haunted coast of adventure, with its vanished glamour of sea-hawk and pirate gold. You follow in the wake of Pizarro, Balboa, Drake, Hawkins, Morgan and all the rest of those bold buccaneers and cruel conquistadors. Over it gleams that familiar "peak in Darien," where Cortez stood in the Keats poem, while beyond brood the mighty Cordilleras, majestic and as full of awe as they are packed with mineral wealth. Everywhere you touch the tragedy of extinct Spanish civilization, call back departed dreams of empire and rekindle traditions of conquest."

So vast is the extent of this continent, its area greater than that of the United States and Europe combined, that we may glimpse here only the high lights of a tour including the West and East Coasts, with some of the most notable interior points. For convenience of description we may choose the route which leads first to the West Coast, altho each side of the continent is equally accessible by steamship lines from New York.

The West Coast route southward passes through the Caribbean Sea, including passage through the Panama Canal, thence skirting the coast of Ecuador, where the first sight is had of the Cordillera of the Andes, which is to remain an inspiring spectacle for hundreds of miles southward.

At Guayaquil the summit of Chimborazo towers skyward 21,000 feet. Here a train is boarded for the rail trip, winding upward 14,500 feet to Quito, whose origin dates back to the mystery of a prehistoric race. Once the Inca capital, with its palace adorned with gold and silver, Quito fell to Pizarro and became a Spanish possession in 1534.

At Ayacucho a century ago, under the generalship of Sucre, one of Bolivar's most valiant lieutenants, was fought the great battle in which the final blow was dealt to Spanish rule on the American continent. Bolivar, the liberator of South America, said of this victory, "The battle of Ayacucho is the greatest American glory, and is the work of General Sucre. Its arrangement was perfect; its execution was superhuman. Swift and clear maneuvers destroyed in an hour the victors of fourteen years and an enemy perfectly organized and ably commanded."

The next port of importance is Callao with Lima, "The City of the Kings," Pizarro's ancient capital, and now containing priceless historical treasures, a short rail trip distant.

Steaming southward from Callao, the course leads to Mollendo, where the steamship is again left for a rail trip into the heart of the Andes to Arequipa, which nestles under the shadow of the Volcano El Misti, altitude, 19,200 feet, and near which the Harvard University Observatory is located. From Arequipa the rail trip continues over the mountain divide at 14,600 feet to Juliaca and on to Lake Titicaca, with a side trip to Cuzco, capital of the Inca Empire, "Sacred City of the Sun," containing prehistoric ruins and remains of the Inca Temple of the Sun.

The voyage over the waters of Lake Titicaca in a comfortable steamer is a novel experience, for, in addition to the beauty and legendary lore of the lake, it is the highest body of navigable water in the world.

At the end of the water trip prehistoric

WONDERS OF THE APACHE TRAIL

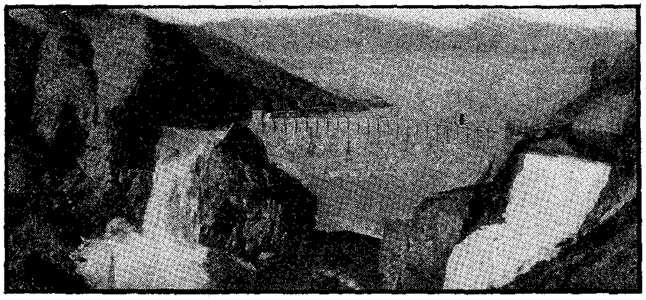
BY CHARLES CHADWICK

EVERY time I think of how much we enjoyed the splendid Apache Trail trip of Arizona last December, I mentally thank Donald Delano, an artist friend. Due to his urging we went to a New York motion-picture show one crisp evening in the late Fall. It was our good fortune to enter just as a fine travelogue was about to be shown.

Before our eyes unwound the wonders of a land more weirdly beautiful than the mind of man could conceive. It was a film of the Apache Trail motor-trip in Arizona done in colors that gave a hint of the gorgeous tints to be found in that country.

When it was finished, the same thought struck us both at the same instant. "We'll take that trip soon," we said as one man. I had three weeks' vacation due me at the office. Don goes and comes as he likes. So two weeks later found us leaving New Orleans for Globe, Arizona, aboard a comfortable Pullman of the Sunset Limited.

As we rested back against the cushioned leather of the comfortable twelve-passenger motor-car at Globe that golden morning in December, we looked eagerly ahead to the day's ride. Through dry air and sparkling sunshine our car climbed smoothly upward over Cemetery Hill. Gently we glided past gigantic shapes of rock that shone like Joseph's coat of many colors. Skirting the sides of sheer canyons—slipping under frowning, overhanging cliffs—we mounted a summit nearly 4,000 feet above the sea.


The mighty waters of Roosevelt Dam, whose creative impulse is felt in 230,000 fertile acres below the Salt River

And then—the full glory of Apache Land lay spread before us. To one side stretched the vivid countryside of the Gila Valley, on the other that of Salt River. Quivering with shifting colors, spires of rock as slender and graceful as those of noted cathedrals, domes as rounded as the roofs of state capitols and jagged needles like the spear-shafts of some Neolithic man, vied with one another for our admiration. Between these fantastic rock formations, the purple shadows had caught the canyons in their cold caress. Far away thirty-mile-long Roosevelt Lake shimmered like a sapphire in the surrounding landscape. "No wonder the movies couldn't catch those colors," said Don. "It would be difficult for an artist to do."

Soon our motor began the rapid but comfortable descent to Apache Lodge at Roosevelt Dam, dropping 2,000 feet in six miles through a succession of whirling rushes down the smooth road. Just before the dam was reached we stopped to view the odd homes of the cliff-dwellers that were built in the rocky wall above the Trail centuries before civilization. If we had had more time that day we would have taken the short detour that leads to these interesting prehistoric ruins.

When the luncheon at Apache Lodge had thoroughly satisfied the keen edge which the cool, crisp air had put on our appetites, we strolled around huge Roosevelt Dam, which is 285 feet high and 1,125 feet across. Don and I had never seen anything to compare with this marvelous engineering construction. The Dam can furnish the power plant it operates with 9,380 horse-power and has created an irrigable area of over 230,000 acres below the Salt River. "That's got any dam I ever saw stopped," said Don. And, Don has traveled.

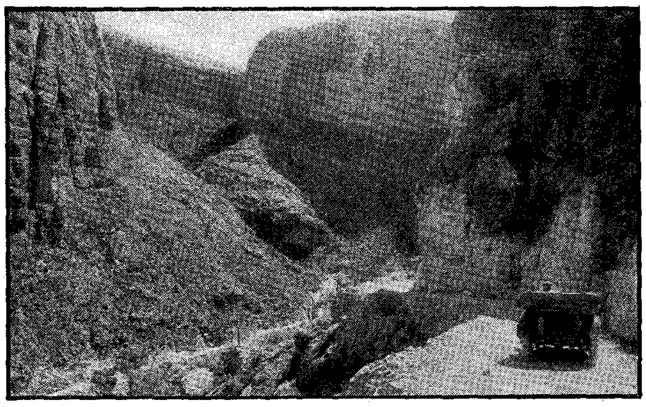
Boarding our motor-car again we wound down through the weird depths of Fish Creek Canyon. At one point the "Walls of Bronze" pushed 2,000 feet heavenward above the wild leaping stream in the gorge below. Next we were climbing up the steep ascent of Fish Creek Hill, the even-riding car seeming in places to cling to the very sheer of the cliff. The strange abyss of Hell's Canyon yawned fearsomely beneath us. Canyon Diablo, Niggerhead Mountain, Tortilla Rock, Whirlpool Rock and the Little Alps flashed by—a beautiful procession of fantastic mountain formations. Every crack and crevice in the rocky walls cast grotesque shadows that wavered from orange to violet to deep purple under the slanting rays of the sun.

Then Superstition Mountain—the last outpost of the range—lifted its forbidding heights before us and glided past while we slipped away into a smiling land of green meadows and fertile farms. The irrigation from Roosevelt Dam has turned Salt River Valley from a desert waste into a Garden of Eden. Through the beautiful little towns of Mesa and Tempe we flew and then into the sunny streets of Phoenix, where we boarded a comfortable Pullman for Los Angeles.

Thus ended a happy trip over the Apache Trail. If, like me, you demand the perfect connections and conveniences that go into the making of a de luxe tour, I know that you are going to enjoy this travel route.

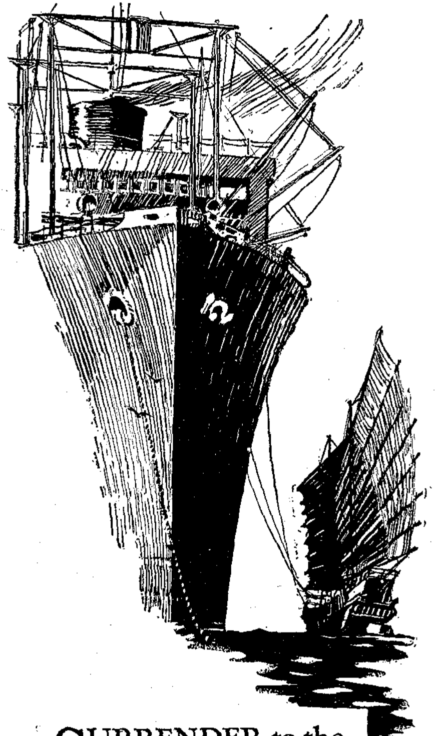
The Apache Trail trip is an adventure that makes your blood sing, yet you journey there so comfortably and easily by the Sunset Limited of the Southern Pacific on its "Sunshine all the Way" route to California that you are bothered by no more details or annoyances than if you were sitting safe at home. Through Pullman cars are operated between New Orleans and Globe on the east and between Los Angeles and Phoenix on the west. Your through ticket in either direction is honored for the side trip with an additional payment of only $10. The Sunset Limited carries a club car with barber shop, shower bath and valet service; an observation car with ladies' lounge, shower bath, maid, manicure and hair-dressing service; and there are sleeping-cars of the latest type, and excellent dining-cars.

Should you wish further information, you can obtain a very attractive booklet on the Apache Trail and all the facts pertaining to transportation facilities and schedules upon application to the Southern Pacific Lines, 165 Broadway, New York; 35 West Jackson Boulevard, Chicago; Pan-American Bank Building, New Orleans; Southern Pacific Building, Houston; Score Building, Tucson; Pacific Electric Building, Los Angeles; or Southern Pacific Building, San Francisco.


Through the wild gorge of Fish Creek Canyon where the "Walls of Bronze" rise 2,000 feet above the rushing stream

(Advertisement)

The Orient



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WINTER TRIPS AND PLAYGROUNDS—*Continued*

ruins may be seen, and then the train is resumed to LaPaz, one of South America's most picturesquely situated cities.

From LaPaz the route intersects scenery of grandeur terminating at the port of Antofagasta, where the steamship is again boarded and the voyage resumed down the coast to Valparaiso. A shorter rail route is available from LaPaz to the coast at Arica.

A new transcontinental route has been recently opened between Bolivia and Buenos Aires, shortening the distance between New York and Buenos Aires by 400 miles over the Valparaiso Transandine Route. This route from East to West is thus described in "The Grace Log":

"It was eminently fitting that the Republic of Bolivia, which this year is celebrating the Centennial of its Independence, should open recently for traffic, the Atocha Villazon line which is a link in another South American transcontinental railway. Starting from Buenos Aires, or from any point along the many railways converging in that city, the line traverses the rich provinces of Cordova and Tucuman and continues from the latter city until it reaches the Argentine-Bolivian border at La Quiaca. Here it crosses the river of the same name and arrives at Villaxon, Bolivia. From this point the line runs north by the new route to Tupiza, an oasis in the desert of the high Bolivian plateau. From here the new railroad runs to Atocha whence the already existing railroads lead to Uyuni and LaPaz. At the former point the railway bifurcates, one of the lines running to the Pacific coast to Antofagasta and the other continuing to LaPaz. From LaPaz the railway again divides into two branches, one going to Arica and the other proceeding towards Mollendo, with a break of transportation by steamer at Lake Titicaca and then by way of Arequipa, the metropolis of Southern Peru and an important wool center. Following this route, Mollendo, Peru's most important southern port, is 3,550 kilometers from Buenos Aires. This long route presents great facilities for the transportation of merchandise and is besides one of the most interesting routes for passengers, especially for tourists visiting the republics, through which it passes. Prior to the completion of the Atoca Villazon Line, the trip from Buenos Aires to LaPaz required eight days or more, depending entirely on the time employed in obtaining muleteers and animals for making the trip between LaQuiaca and Atocha. Now the time-tables call for making the trip between Buenos Aires and LaPaz in three days."

The trip southward to Valparaiso, and thence across the Andes, however, has many attractions. From Valparaiso the railway, operated by modern electrical equipment made in the United States, skirts the bay, passes Vina del Mar, a famous resort, thence plunges into impressive mountain scenery with numerous tunnels. At Calera it meets the Longitudinal Railway from Antofagasta and Iquique. The line forks at Las Vegas, one division extending to Santiago, and the other continuing to Los Andes, the beginning of the Transandine Railway. Transcontinental tourists, however, usually proceed to Santiago for stop-over and sightseeing at this superb city. The Chilean capital with a population of half a million is the cultural and political center of the country, and has many claims upon the visitor's interest.

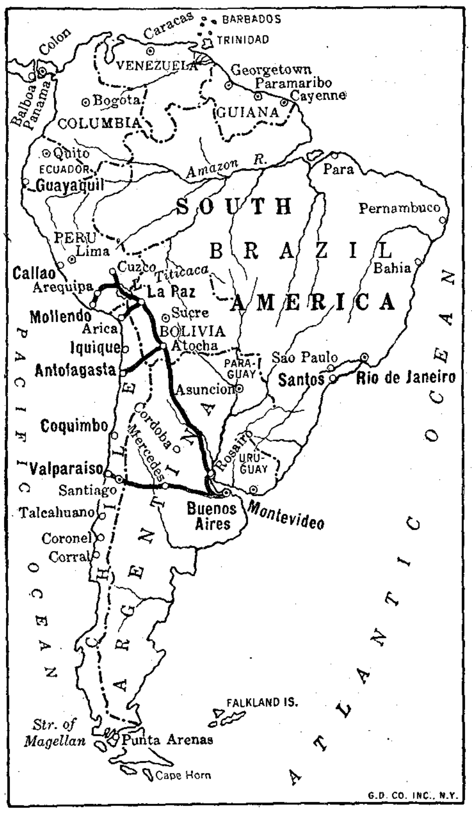
Returning by rail to Los Andes the Transandine train is boarded for a trip through the most stupendous scenery visible from a car window on any railwa of the world. The mighty heights of th Andes are conquered, the eastern slope descended to the terminus of this world-famous engineering accomplishment at Mendoza, where change is made to the Argentine Railway, extending to Buenos Aires, on the Atlantic Coast. To quot again from Mr. Marcosson: "More allurin in the strictly modern sense is the Atlantic side and its environs. You have Paris reincarnated in bustling Buenos Aires There is Montevideo, the city of roses, an not ill-named. At Sao Paulo, Los Ange growth and Chicago push meet in a marve of commercial and industrial advance. Rio de Janeiro, with a bewildering beauty of sea, sky and hill, sits like a jeweled queen enthroned."

Buenos Aires is the largest city south of the equator, and also one of the world's most resplendent and wealthy citie Because of its many resemblances to French capital, it is often termed " Paris of the New World."

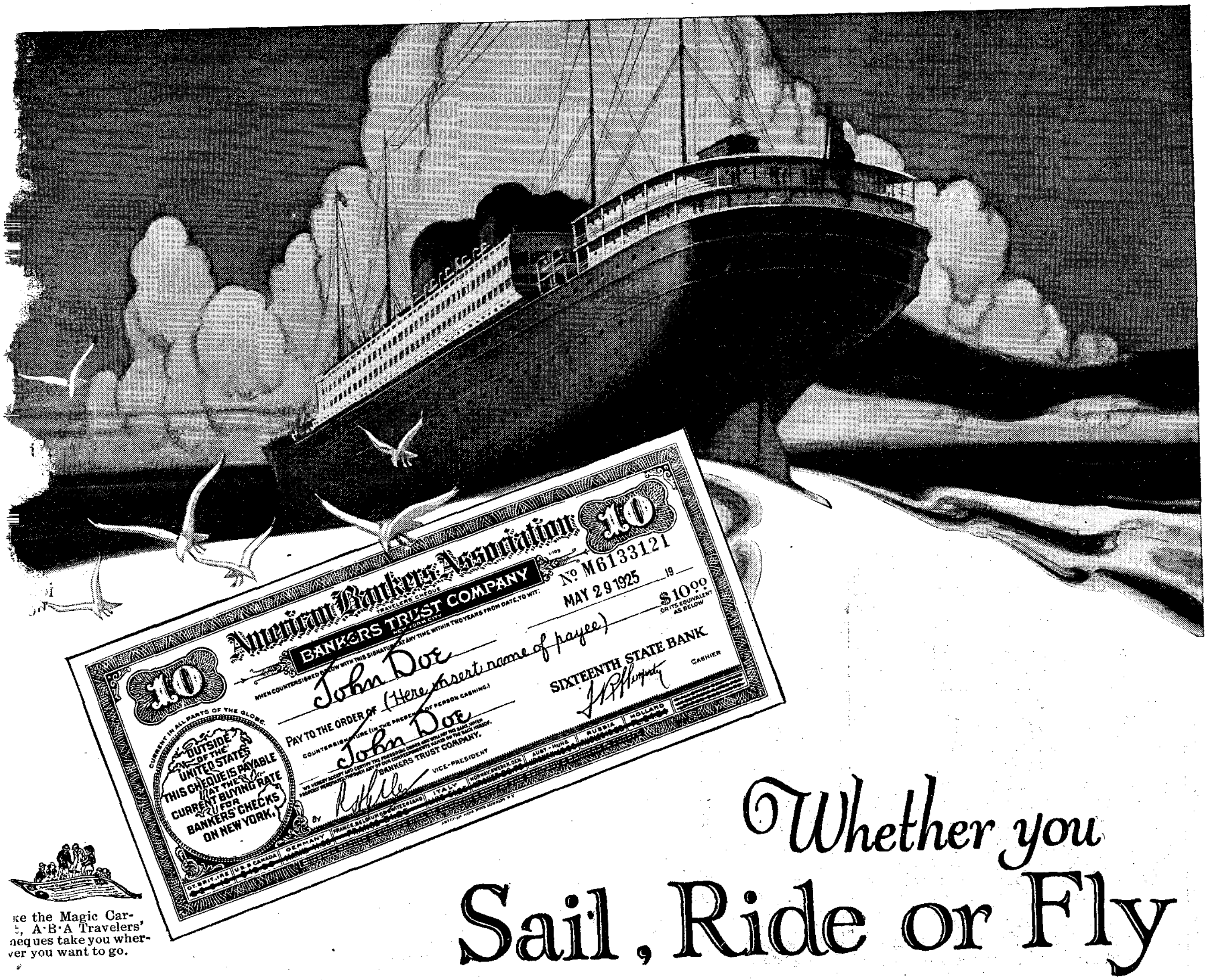
From Buenos Aires the homebound voyage begins with the first stop at Montevideo and the second at Santos, facing a mountain-walled harbor. Sant is the main port of export through wh South America supplies a large part of t world with its coffee. At Santos tourists board an observation car for a trip over a famous mountain railway, leading to Sao Paulo, which, on account of its phenomenal growth of population and teeming industry, is often termed "the Detroit of South America." In its plazas, parks, boulevards and public buildings, Sao Paulo is one of the world's civic masterpieces.

Boarding the steamship again for the Atlantic voyage northward along the East Coast, the vessel turns landward, passes between towering mountains into the spectacular harbor of Rio de Janeiro and the curtain is raised upon another glittering city whose charm is captivating to every visitor. Imposing public buildings and splendid residences are bordered by royal palms, bouganvilleas and all the gorgeous flora of the tropics, while the spirit of the city, like its flower-lined avenidas, is gay and colorful.

Says a writer in *Town and Country*—"Rio de Janiero, which has attained



SOUTH AMERICA AND TRANSCONTINENTAL ROUTES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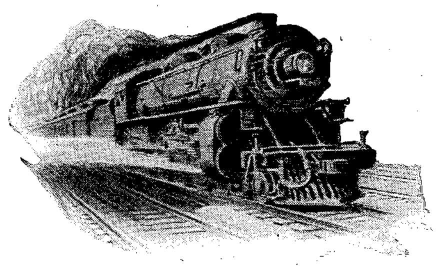

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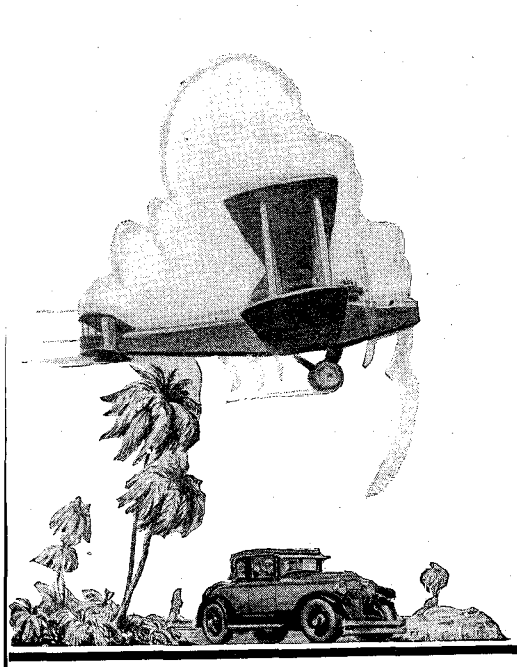

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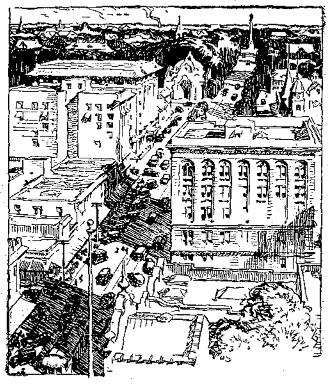

A City Beautiful

PENSACOLA was a city beautiful before the boom started in Florida. Pensacola's beauty was developed for contentment—not speculation.

People who *live* here have only taken advantage of Nature's unusual generosity. They have builded a city of beautiful homes — shaded streets — a score of parks — good schools — modern municipal improvements. Artesian wells supply the purest (99.9%) water found in any city.

Bordered on three sides by crystal-clear sea waters, Pensacola overlooks the finest land-locked harbor in the world — an expanse of 350 square miles — whose port facilities now are being developed by two trunk line railroads. Back of wooded shores and beaches of snow-white sand the city rises on gentle slopes to an average altitude of over 100 feet. No swamps or marshlands — no insect pests.

Pensacola truly is the land of perpetual springtime. Cool, salt-laden gulf breezes modulate a glorious sunshine, preventing extremes in temperature.

And, yet, Pensacola does not make a business of being beautiful. It has a more serious reason for its existence. Pensacola is a city of 97 industries—shipping and railroad terminals—the commercial and financial metropolis of all West Florida, which feeds the entire state.

Land values for farming or residential purposes here are established on an investment rather than a speculative basis. The "Practical Handbook of Florida," edited by the twenty-two Chambers of Commerce of West Florida, gives dependable information needed by home-builders, investors, farmers or settlers. Write today for a copy of this booklet.

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WINTER TRIPS AND PLAYGROUNDS—*Continued*

remarkable vogue as a winter resort, will attract many visitors in February, when the city will be en fête for three days. The carnival, February 13-16, promises to be the greatest festival South America has ever had. As a brilliant spectacle it will rival, perhaps excel, the Mardi Gras of the Riviera. The steamship lines are offering for the occasion special inclusive rate tours, which will allow a two weeks' visit to the Brazilian capital."

North of Rio there are few notable ports until Guiana and Colombia are reached. These being included usually in West Indies cruises, have been considered in the West Indies portion of these articles.

Excellent steamship service from New York to each coast of South America is now available. West coast ports are reached by the Grace Line's fleet of *Santa* steamships and the Pacific Line's "E" vessels, the former line providing fortnightly sailings, the latter monthly departures. East coast ports are available by the *American Legion* and other vessels of the Pan America Line, operated by the Munson Steamship Company, and the "V" fleet of steamships by the Lamport & Holt Line, each providing fortnightly sailings. Monthly sailings are also made by the Chilean Line.

WONDERS OF THE SOUTHWEST

The winter traveler who includes the Southwest in his itinerary will be rewarded by a variety of attractions.

> Here we may look upon the remains of prehistoric civilization.
>
> Of a later period are also the creations of Spanish occupation.
>
> Scenic marvels unsurpassed on the continent, if not in the world, await the tourist.
>
> Indian races and their artistic handiwork are attractions.
>
> A dry and invigorating climate provides healthful conditions.

The many points of interest in this region are made accessible by several important rail pathways extending across the continent to California.

Southernmost of these is the Sunset Route of the Southern Pacific, spanning the Continent between New Orleans and the Pacific Coast. Connections with its eastern terminal are made by its direct steamship line from New York and also by rail lines converging at New Orleans.

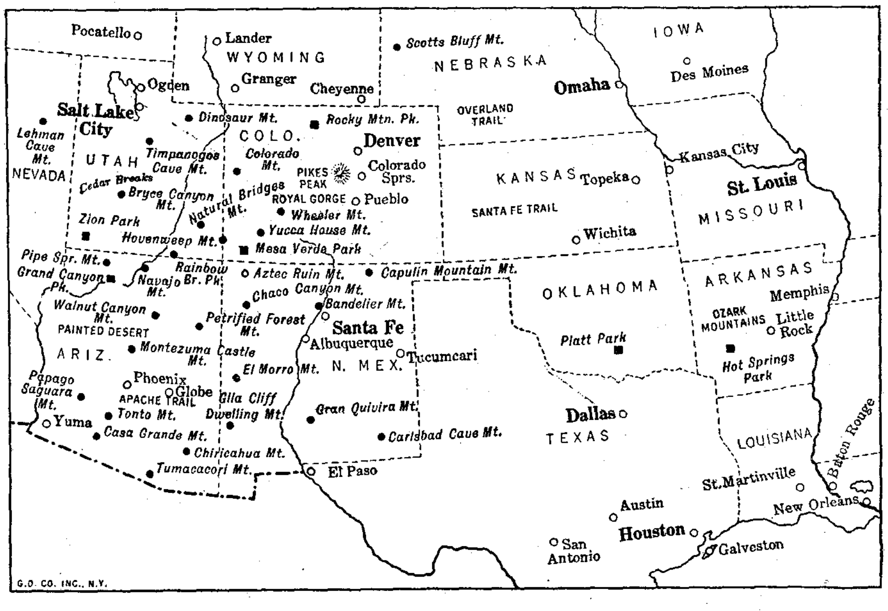
From this city of romance, which we
have glimpsed under the Southern sectic
of these articles, this route crosses tl
Mississippi and, traversing the sugar, ri
and cotton plantation region of Louisian
crosses the Texas line to Houston (with
division southward to Galveston) each
which live cities has been referred to els
where.

Over Texas have flown the flags of fi
governments, France, Spain, Mexico, tl
lone star of the Texas Republic, and no
the Stars and Stripes of the United State
It is inevitable that with this backgroun
Texas should contain much historic
interest.

At San Antonio we come upon some
these scenes. Here under the shadow
modern skyscrapers are adobe building
whose walls were raised when the city w
capital of the Spanish Province. Her
too, is that shrine of American valor, th
hallowed Alamo. Behind its doors on
hundred and eighty-two Texans withstoo
for eleven days the siege of five thousan
Mexicans, and the Alamo fell only whe
its last defender died. "Remember th
Alamo" has thus been the motto of Texa
liberty since 1836. In the Mexican quart
may be visited the Cathedral of Sa
Fernando, built in 1734. Turning to th
modern city we find delightful surroun
ings, including twenty-one parks, a mil
and healthful climate, and recreation
facilities which have made San Antonio
favorite "tourist city." Side trips includ
several historic missions of the Southwes
the Mission of San Jcse de Aguayo, bui
in 1720; Mission San Francisco de l
Espada; San Juan Capistrano and th
Mission de la Concepcion.

Westward is El Paso, "the border city,
gateway to Mexico and commercial m
tropolis of Western Texas. Its altitude
nearly 4,000 feet, and it is noted for it
dry, invigorating air. A short distanc
across the border is Juarez, with it
Bohemian life and close-ups of Mexica
life in the reality. On the American sid
are trips to the great Elephant Butte Dam
Fort Bliss; the fertile valley region of th
Rio Grande, etc. From El Paso a divisio
of the Southern Pacific extends northeast
ward to Tucumcari, New Mexico, receivin
there the transcontinental trains of th
Rock Island System's Golden State Route
At El Paso the Rio Grande is crossed an
Arizona entered.

At Bowie detour is made for the famou
trip over the Apache Trail. Tri-weekl
a through sleeping car runs from Ne
Orleans. Here motor-cars are boarde
for the drive, past giant cactus forests
through colorful mountains, over dizz
heights, with perspectives of huge butte
and lofty mesas constantly in view. Fort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Lander
WYOMING
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OVERLAND TRAIL
Lehman Cave Mt.
NEVADA
UTAH
Timpanogos Cave Mt.
COLO.
Colorado Mt.
Denver
PIKES PEAK
Colorado Sprs.
Cedar Breaks
Bryce Canyon Mt.
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ROYAL GORGE
Pueblo
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St. Louis
MISSOURI
Zion Park
Wheeler Mt.
SANTA FE TRAIL
Wichita
Hovenweep Mt.
Yucca House Mt.
Mesa Verde Park
Pipe Spr. Mt.
Grand Canyon Pk.
Rainbow Br. Pk.
Navajo Mt.
Aztec Ruin Mt.
Capulin Mountain Mt.
Chaco Canyon Mt.
OKLAHOMA
ARKANSAS
Memphis
Walnut Canyon Mt.
Bandelier Mt.
OZARK MOUNTAINS
Little Rock
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NATIONAL MONUMENTS AND OTHER POINTS OF INTEREST IN THE SOUTHWEST iles from Globe the Trail meets the Blue aters of Roosevelt Lake at the great oosevelt Dam. Luncheon is served at the pache Lodge. Before reaching the Dam ightly off the Trail proper the Tonto liff Dwellings may be seen at the Tonto ational Monument. Coronado came upon iese evidences of a prehistoric race in 1540.

The trip continues westward from oosevelt Dam past Lookout Point, Cape orn, Tortilla Flat, Canyon Diablo to hoenix, from which city through sleeping ır joins the transcontinental train the ıme night at Maricopa on the main line. 'his year road conditions have been much nproved along the entire Trail, enhancing ie comfort and pleasure of the ride.

The trip over the Apache Trail is an nforgettable experience, and the traveler ho arrives at Phoenix will profit by a stop-ver at this subtropical city. Its elevation f 1,100 feet, almost continuous winter ınshine, and dry air, give Phoenix a elightful climate in which the January nd February average temperature is 56 egrees. There are twelve parks shaded by alms, and they have gardens resplendent ith bloom.

Five golf and country clubs, motoring, ınnis and hunting and fishing in the Salt 'iver Valley near by offer winter recreation.

Near by are Papago Saguaro National Ionument, a desert preserve, including the orld's largest collection of desert cactus; astle Hot Springs, with hot and cold aters; the Casa Grande National Monuıent, with marvelous prehistoric relics; rigation canals and gates, dating back to 200 B.C.

Between Bowie and Maricopa on the ıain line of the Sunset Route is another ity of tourist interest and charm, Tucson. eside it flows the Santa Cruz River, and urrounding are the lofty peaks of the atalina Mountains, with numerous canons and streams.

If you arrive at Tucson on a mid-winter ay your eyes will feast upon gardens in hich roses, chrysanthemums, poppies, leanders and zinias are in bloom; lawns re of velvety green, the city bathed in nellow sunshine, and a glorious canopy of lue sky over all. The air is dry and the verage mean temperature of winter about 3 degrees. Amid these climatic conditions utdoor recreation is a joy, and at Tucson ou may enjoy it by saddle horse, golf, ennis or motor. The city itself with its panish quarter and modern section has nteresting sights, while in the environs re many more.

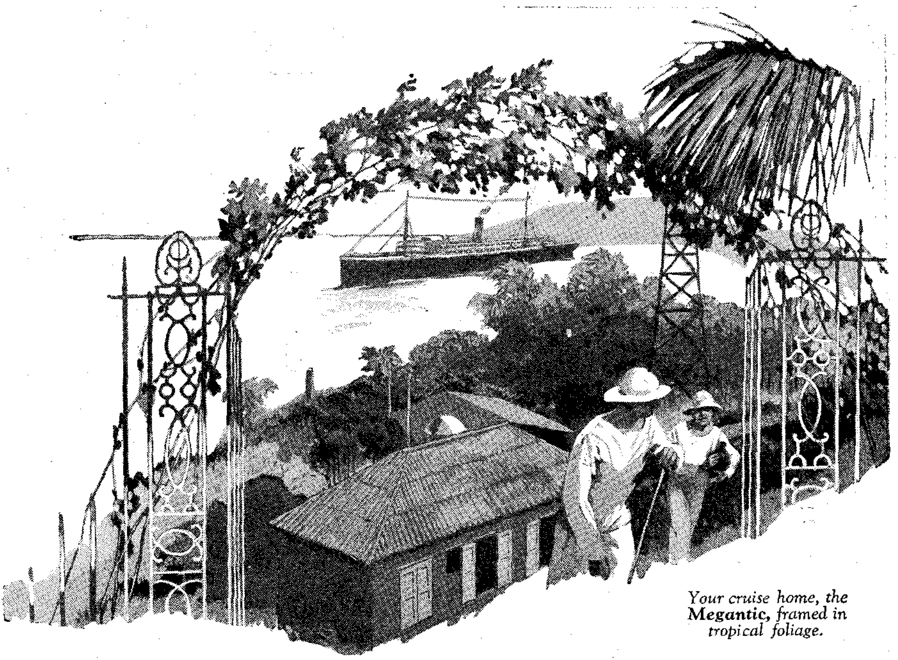
An Oberammergau is celebrated here at Easter by the Papago Indians, while ine miles across the desert stands the amous Mission Church San Xavier del Bac, dating from 1783. Near the city is he interesting Desert Botanical Laboratory.

Tucumcari National Monument, preerving the ruin of an ancient Franciscan Mission (1691) is near by, and a side trip is vailable to Nogales, which city is astride he international boundary, half its area nd population being in the United States nd half in Mexico.

Westward the Sunset Route continues o Yuma, crosses the Colorado River and nters California.

Another steel highway to the Southwest s that of the Missouri Pacific System from St. Louis or Memphis in conjunction with he Texas and Pacific, International and Great Northern and Gulf Coast Lines, providing service to El Paso, Laredo (with onnections for points in Mexico) and the Texas Gulf Coast. This route provides lso direct service to Hot Springs National Park, Arkansas, and transcontinental service from Memphis, St. Louis and Kansas City to the Denver-Colorado Springs region nd California in conjunction with the Denver Rio Grande and Western Pacific.

Other pathways to the Southwest and California are provided by the Rock Island System operating through transcontinental service from Chicago, Kansas City, St. Paul, Minneapolis, St. Louis and Memphis over its own rails to Tucumcari, New Mexico, thence via El Paso to the



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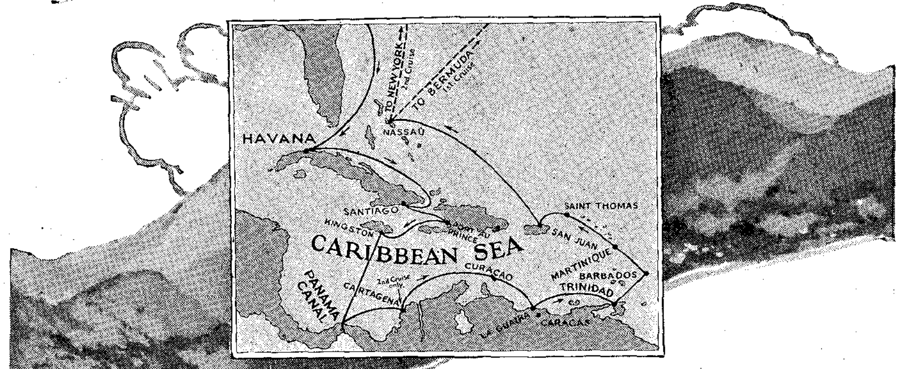

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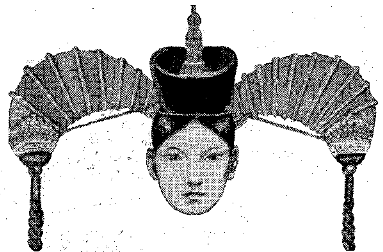

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WINTER TRIPS AND PLAY-GROUNDS—*Continued*

coast over the lines of the Southern Pacific referred to previously. The Rock Island System affords also direct communication with the Denver-Colorado Springs region of the Rockies, with through service this way to the Pacific Coast via Salt Lake City and Ogden.

After leaving Chicago the Rock Island's Golden State Route to the Southwest passes through the historic Starved Rock-Illinois Valley country, crosses the Mississippi at Rock Island and the Missouri at Kansas City, crosses the Great Plains to Spanish America, including Tucumcari, El Paso, Apache Trail, Tucson, Phoenix—thence to California.

At El Paso direct connection is made with trains of the National Railways of Mexico with through sleepers between El Paso and Mexico City. At Tucson connections are made with the Southern Pacific Railroad of Mexico for Nogales on the border, Hermosillo and Guaymas on the Gulf of California, and Gulf Coast points to Tepec.

There is a great variety of interest in a winter trip to this ancient land. The scenery is superb; the many races and their customs present an unusual study; the architecture ranges from the adobe hut to the magnificent Spanish Cathedral type; cities are unusual; shops, restaurants and theaters of novelty. And how better can we describe the Mexican flora than to quote this brief passage from F. Hopkinson Smith's "A White Umbrella in Mexico," describing a street scene in Morelia:

"Acacias and elms interlaced their branches across the walks, roses ran riot over the stone benches, twisted their stems in and out of railings, and tossed their blossoms away up in the branches of the great trees. High against the blue, the graceful aqueduct stepped along on his slender legs trampling the tall grass, and through and over all the afternoon sun poured its flood of gold."

Attractive tours to Mexico may be arranged through the Rock Island, Missouri Pacific, or Southern Pacific and Santa Fé Systems.

Another pathway to the Southwest is that of the Santa Fé System, originating at Chicago, paralleling for some distance the Santa Fé Pioneer Trail, offering access to interesting cities, historical associations, relics, and natural wonders. It is a route over which one should for the time being at least relinquish hurry, for along either its main line or digressing divisions are almost constant claims upon the tourist's interest.

In the midst of the Great Plains of Kansas a division extends southward to Houston and Galveston, while from either of these cities another reaches out northwestward, joining the main line at Albuquerque.

Soon after the mountains have been entered at La Junta another stem reaches northward to Colorado Springs—Denver, region with its appeal to those who enjoy bracing winter temperatures and dry air.

From Las Vegas tourists should diverge over the branch line leading to the historic city of Santa Fé. Here we come upon Spanish America, for Santa Fé, begun three and a quarter centuries ago by the Spaniards as "The Royal Chartered Town of the Holy Faith of St. Francis," has about it such romance and heroism as cling to few other places. The State Art Museum; Palace of Governors; Cathedral; Indian Pueblos, and many side trips offer fascinating excursions.

The Santa Fé has a line southward to Pecos, providing access at Carlsbad to the wonderful Carlsbad Cavern National Monument.

Returning to the main route we come to Albuquerque, city of manifold attractions in itself and the base for numerous side trips. Sunshine, dry air and mild temperatures are Albuquerque's climatic assets. Thirty-three distinct motor or horseba trips are operated by two enterprisi women under the name of the Kosha Tours. They range from a thirteen-m drive to the eight-hundred-miles trip to t Hopi Snake Dance. From Albuquerque division of the Santa Fé Route exten southward to El Paso.

Gallup is gateway to numerous wond of the Southwest, including the Zu largest Indian pueblo of this regio Inscription Rock, containing lettering the Spaniard Captain General Onate aft discovering the Gulf of California in 160 Canyon de Chelly, from which bran Canyon del Muerto and Monument co taining impressive pinnacles of red san stone, El Capitan being its outstandi tower. The Canyon del Muerto was t scene of a Spanish massacre of the Navajo From Gallup expeditions may be made v Kayenta to that wondrous spectacle Navajo Mountain, the Rainbrow Bridg

At Holbrook tourists detrain for t Navajo and Hopi Indian reservations, t route lying across the Painted Desert a the Petrified Forest, while at Flagstaff located the Lowell Observatory, and sout west of it the Walnut Canyon wi numerous cliff dwellings.

Westward the route continues Williams, from which the Grand Cany line runs north to this famous Nation Monument, accessible throughout the yea This most stupendous scenic masterpie of the continent can be comprehended on by those who are privileged to gaze upo its immensities and bewildering coloring Neither pen nor picture can convey an id of the spectacle as viewed from rim or bas

West of Williams, returning to the ma line, is Ash Fork, the Santa Fé has route diverging southward to the Salt Riv Valley of Southern Arizona, with favorite resorts at Chandler, Ingleside an Castle Hot Springs. Proceeding westwa from Ash Fork the Colorado River crossed and California entered at Needle

Both the Burlington System and t Chicago and Northwestern System ha service to Los Angeles via Omaha, then over the Union Pacific to Ogden, then southward through Salt Lake City.

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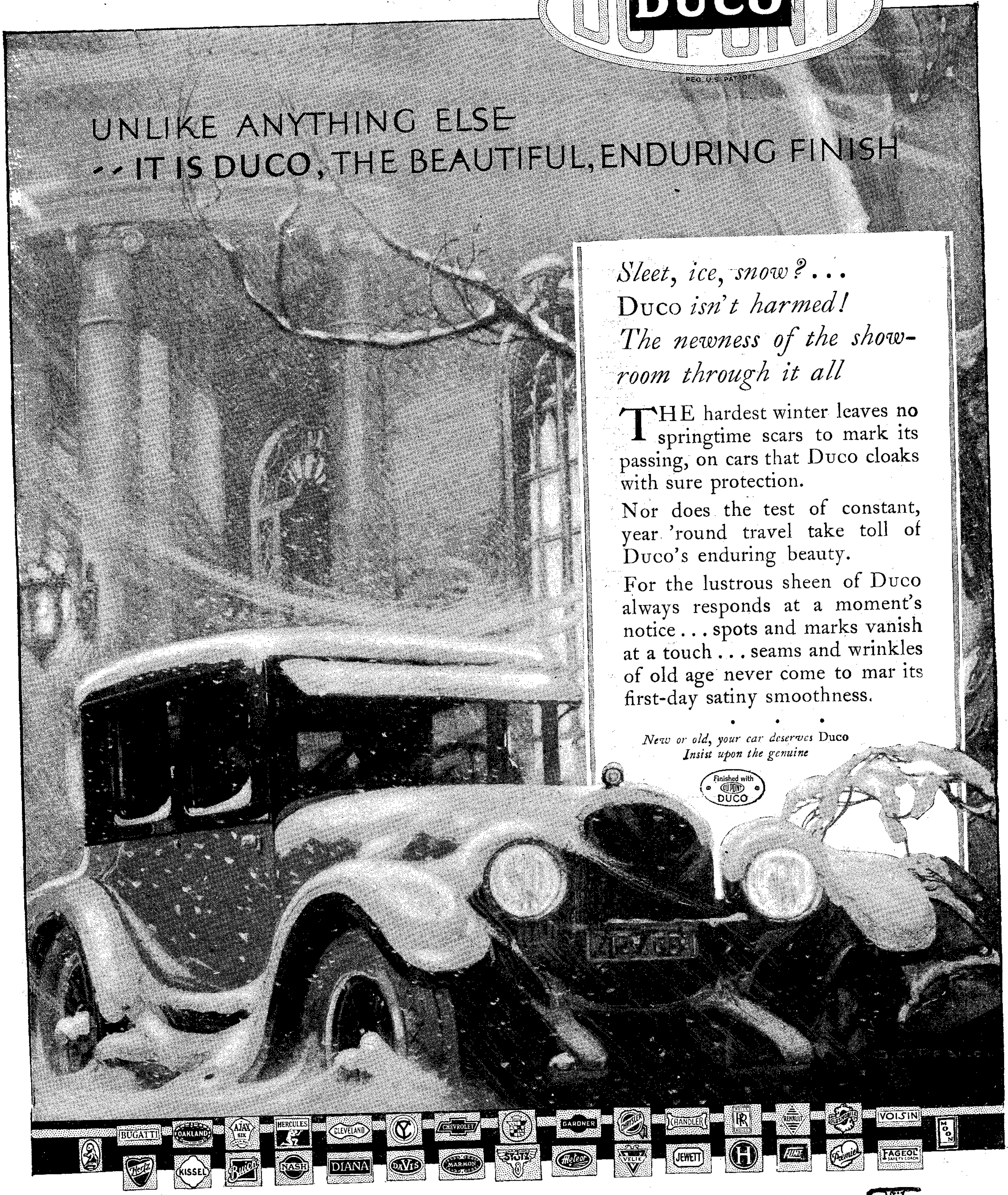
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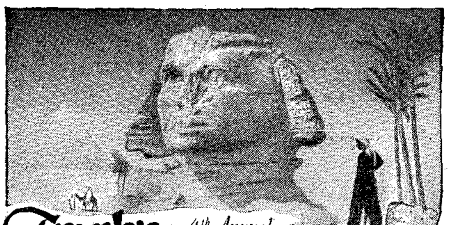

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WINTER TRIPS AND PLAY-GROUNDS—*Continued*

CALIFORNIA THE EVERLASTING

California's varied attractions are everlasting and of all seasons. The American Riviera of Southern California, however, is habitually considered to be one of the world's famous winter resorts.

Among all playgrounds the climate of California is distinctive because of its great variety. As one writer has aptly exprest it, "practically every individual section of the State is a law unto itself, so far as climate goes. During the heart of winter one may adorn himself in a bathing suit and lie on the sandy beach, then step into an automobile and in only two hours throw snowballs on a mountain top."

The variety of California scenery is illustrated by motion-picture productions filmed in various parts of the State in which perfect replicas are shown of "the Sands of Arabia; the rocky coasts of Scotland; the picturesque headlands of the Riviera; tropical South Sea Islands; the snows and ice of the Arctic regions—in fact all the world or its counterpart."

In addition to climate and scenery California's historical drama is replete with romance and action. Its acts include the Conquistadors from Spain bringing their colonies and missions hither; the pioneers struggling across mountain barriers with their covered wagon trains seeking gold and new homes, and finally the migration of to-day, seeking the wealth of soil, recreation and the health and happiness of California home life.

Let us take a fleeting glimpse of this realm.

Of American cities few have greater distinctive charm than San Francisco, California's northern gateway. Its setting is spectacular, its atmosphere thoroughly individual. Within it is a bit of the Orient. There is also a Latin Quarter. Besides these there is the dynamic American city teeming with activity and growing by huge strides. The Seven Seas contribute to its shipping. Within its civic being you may visit the Franciscan Mission Dolores, founded by Father Junipero Serra in 1776; peep into a Chinese Temple; attend a performance in an Italian Theater; or see the latest special feature from Hollywood.

The visitor's cup is full and he will do well to allow several days' stopover here, for San Francisco should be seen from within and also from without. Its environs are probably the most fascinating of any American city.

Well-planned motor-coach tours offer insight into the city and its surroundings. One of the most extensive of these trips, occupying a full day, is that which leaving San Francisco crosses the Golden Gate Ferry to Sausalito, thence continues through a picturesque region between Mount Tamalpais and the Bay to San Rafael and San Quentin, California's model penitentiary, then across San Francisco Bay by ferry to Berkeley, site of the University of California; residential Piedmont; the Sky Line Boulevard with panoramic views; Oakland, with 300,000 population, one of California's busiest and most progressive cities; returning over the Bay by Oakland ferry to the starting point.

Another route, which may be covered in half a day, is that from San Francisco to Oakland by ferry, thence to Piedmont and Berkeley, returning the same way. Each of these excursions includes Oakland's notable sights, including Lake Merritt in the heart of the city; the Greek Theater where plays are staged throughout the year, and California Memorial Stadium at Berkeley, harbor shipping, etc.

Evening expeditions are made to San Francisco's famous Chinatown with its temples, theaters, restaurants and bazaars, a complete Chinese city in itself, even to the telephone exchange.

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Another favorite trip is that including Golden Gate Park, Cliff House, Seal Rocks and Presidio.

A thirty-mile motor-coach tour includes the Golden Gate-Presidio route above referred to and in addition Twin Peaks, nearly a thousand feet above the city, commanding an airplane outlook upon a wide area.

A day's tour includes the superb residential suburbs—Burlingame and Hillsborough, San Mateo, Crystal Springs Lakes, the Coast Range, Ocean Shore, La Honda, with its venerable red woods, La Honda Canyon, and Leland Stanford University.

Mount Tamalpais presents an attractive trip by Golden Gate Ferry to Sausalito, thence over the world's crookedest mountain railway, this trip including the Muir Woods National Monument with their gigantic redwoods.

One of the most impressive scenic motor trips from San Francisco is that to Mount Diablo, seventeen miles east of Oakland, its summit 4,000 feet high, being the meridian base for northern California.

From San Francisco southward stretches one of the world's most historic and intriguing highways, El Camino Real—the King's Highway of the Spaniards, and now the royal road to California's coast country, missions, cities and beaches.

The route over which the padres blazed the way of the cross more than five hundred miles from the Mission San Diego de Alcalato to the Golden Gate may now be traversed over concrete highways. No journey on the continent of half a thousand miles provides a richer variety of experiences. No other trip in the State brings the traveler into such close realization of the spirit of California. Every mile is a hanging scene, every hour a new experience.

Ocean shore, mountains, woodland, cities, missions and balmy sunshine are some ingredients of this region.

Fifteen famous beaches and countless secluded sands provide bathing. Eleven golf courses along the way; scores of modern hotels for comfort; innumerable streams for the fisherman; hunting for the sportsman and roads embodying the perfection of highway construction provide recreation.

Little wonder that visitors are enraptured by this land and adopt it for the rest of their lives.

The Coast Highway is reached from San Francisco via two routes, converging at San José. The west side route extends directly southward through San Mateo, Palo Alto, Santa Clara; the east side highway is reached by ferry to Oakland, thence through Alameda and Warm Springs.

San José, in the prune, apricot and pear region of the Santa Clara Valley, is one of California's oldest Spanish towns and one time capital. Four miles from it the famous Lick Observatory may be visited.

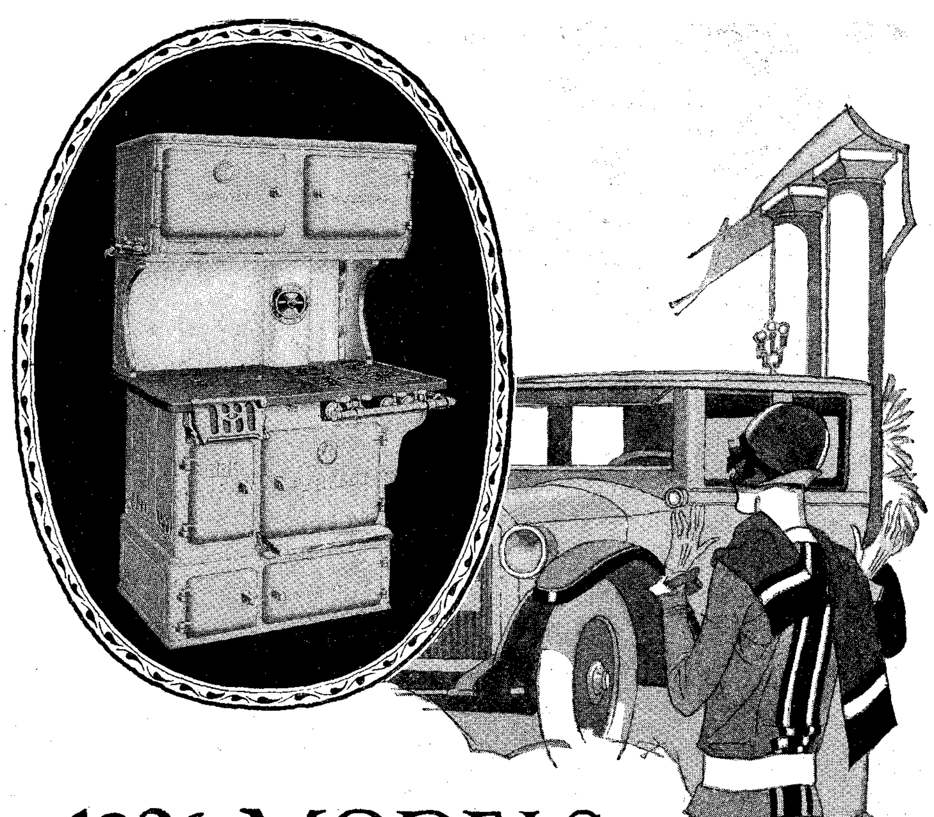
Santa Cruz, charmingly located on the north shore of Monterey Bay, and one of California's celebrated resort cities, is also base for trips, including the Redwoods near Felton and the California Redwood Park in the Big Basin.

The Monterey Peninsula, including Del Monte, Monterey and Carmel-by-the-Sea, is one of the most picturesque regions of the coast, where golf, polo, bathing and motoring are favorite amusements. The world-famous Seventeen Mile Drive around the Peninsula includes the old Custom House, Presidio, Cabrillo Point, Midway Point, Carmel and San Carlos Missions, Stevenson's home—a series of scenic pictures and historic places.

Paso Robles—"The Pass of the Oaks"—is headquarters for California's largest almond orchards, and its hot springs have been sought since Indian days.

San Luis Obispo contains in its midst the Mission founded in 1772 of the same name. Southward El Camino Real bears inland, and before returning to the ocean at Santa Barbara penetrates the Gaviota Pass of the Santa Ynez Mountains.

Santa Barbara, facing one of California's



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WINTER TRIPS AND PLAY-GROUNDS—*Continued*

broadest crescent beaches, with a background of the Santa Ynez Mountains, is often designated the American Mentone. One of the early Spanish settlements in California, founded in 1782, there still hovers over its modern development the romance and atmosphere of its founders. The Santa Barbara Mission, one of the most famous in the State, founded by the Franciscan Father Fermin Francisco De Lasuen, possesses bells of rare tone, cast in Spain, and a piece of the true cross brought from the Holy Land. Relics of the early days include leather bound volumes of priceless value, ancient ceremonial robes and a garden in which plays a beautiful fountain.

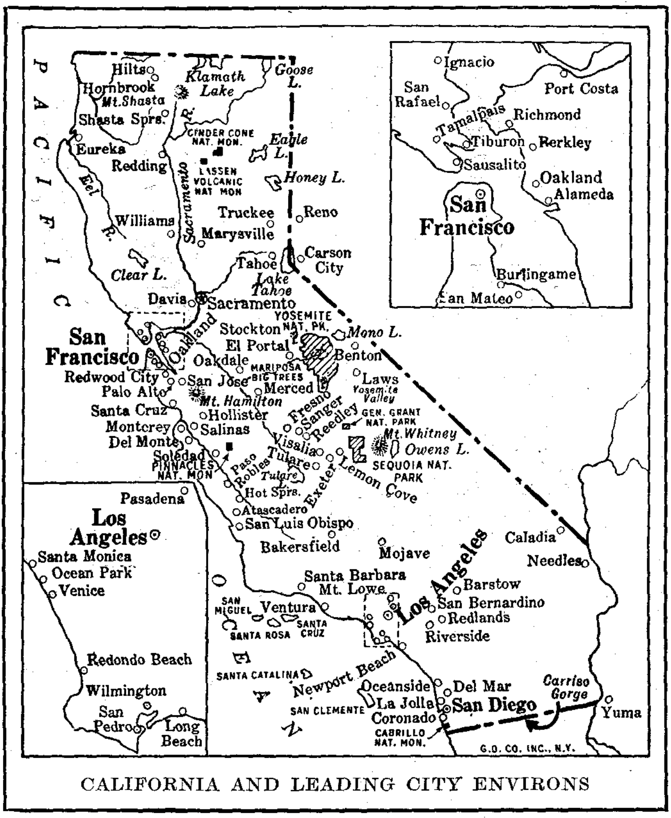
Between Santa Barbara and Los Angeles is Ventura, fronting the ocean and backed by mountains. Here stands the venerable Mission San Buena Ventura.

Los Angeles is the capital of Southern California, the magnet for tourists whether in winter or summer. It stands in a region of orange and walnut groves midway between lofty peaks cleft by deep canyons and a series of ocean beaches. In every direction routes lead out to points of varied interest, including: The Pacific Beaches at Santa Monica, Hermosa, Venice, Ocean Park, Redondo, Long Beach, Seal Beach, Huntington Beach and Newport Beach; Los Angeles Harbor, with its ocean liners and Santa Catalina Island excursion; Mt. Hollywood, in the 3,000 acres of Griffith Park, commanding a broad panoramic view of the San Fernando Valley, Pacific Ocean, Pasadena, Glendale and Los Angeles-Hollywood area; Redlands among orange groves; Riverside with its Mission Inn; Pasadena, the rose city; Mount Lowe, a mile high; and Mt. Wilson with its world famous observatory and telescope, from whose lofty summit the vision sweeps the San Gabriel Valley, ocean beaches, Santa Catalina Island, groves, cities, a region one hundred miles in extent.

Los Angeles' neighboring coast cities and towns should be visited. Santa Monica, the nearest, fourteen miles distant, faces two miles of the ocean, and is noted for its beautiful homes, tropical flora, Linda Vista Park on the bluffs overlooking the sea, its 1,600 foot concrete municipal pier and broad beach walk.

Long Beach rivals Florida cities in the rapidity of its growth, while its ocean beach has been long renowned.

Santa Catalina Island, "the Capri of the Pacific," is distant about thirty miles off the coast opposite Los Angeles Harbor. Its rocky heights alternating with curving beaches rise more than 1,500 feet from the sea in sheer precipices, penetrated by canyons. The submarine gardens are visible from a glass-bottomed yacht. The island is twenty-two miles long, and a variety of water trips are available from Avalon, the main port located on the landward side, while inland are scenic motor roads, saddle horses and hiking trips. Excellent hotels are available, and concerts are given at the Casino on Sugar Loaf.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Riverside
San Miguel
Ventura
Santa Rosa
Santa Cruz
Santa Catalina
Newport Beach
San Clemente
Oceanside
Del Mar
La Jolla
San Diego
Coronado
Cabrillo Nat. Mon.
Carriso Gorge
Yuma
Ignacio
San Rafael
Port Costa
Tamalpais
Richmond
Tiburon
Berkley
Sausalito
Oakland
Alameda
San Francisco
Burlingame
San Mateo
Pasadena
Los Angeles
Santa Monica
Ocean Park
Venice
Redondo Beach
Wilmington
San Pedro
Long Beach
G. D. CO. INC., N.Y.

CALIFORNIA AND LEADING CITY ENVIRONS

Beyond the mountains east of Los Angeles stretches the great Mojave Desert, extending from the Sierra Madres to the Colorado River Valley. Its spell is felt by all visitors. The views are of magnificent distances, the vegetation is unusual, the flora of early spring is gorgeous beyond description. In the higher region the ghostly yucca stands thirty feet high. Other deserts are found in the Imperial Valley and the Saharalike Coachella. On the edge of the Coachella Valley at Palm Canyon and Palm Springs are luxuriant groves of California palms. In the extreme south central region is the Imperial Valley, where irrigation has developed agricultural gold mines.

Reached over a paved highway five miles from Oceanside, about half-way between Los Angeles and San Diego, is the ancient mission San Luis Rey de Francia, one of the most impressive spiritual edifices of the lower coast region. The visitor may still look upon the original baptismal font in which 9,000 parishioners were baptized, and in the churchyard lie the remains of 5,000 Indians who had received the sacrament. The quiet, spiritual atmosphere still remains in this holy place, somewhat off the beaten path of travel.

At La Jolla, one hundred miles south of Los Angeles, the coast-line assumes fantastic rocky formations and caves, the scenic effects of which have been shown by the motion-picture camera to thousands of people.

Subtropical San Diego within sight of

the mountains of Mexico is California's oldest city. The caravels of Cabrillo sailed into its harbor in 1769, and here Junipero Serra, the Franciscan friar, established the first California Mission, whose remains are one of San Diego's many historical treasures. The "Old Town" still retains the spirit of Spain, while the modern city is noted for its beautiful parks, viaducts and buildings. Visitors should motor to the Cabrillo National Monument at Point Loma, and see Coronado, one of California's captivating ocean resort communities.

At the southern border of the State is that scenic wonder, the Carriso Gorge.

Between the Coast Range and High Sierras, including the Valleys of the Sacramento and San Joaquin, stretches the Great Central Valley of California, comprising an area of twelve million acres. It is walled on the north by the Siskiyou Mountains, and in the south by the Sierra Madres separating the Mojave Desert from the Imperial Valley. Its fruitful acres give California her great agricultural wealth; it serves also as the approach to many natural attractions.

As John Muir described its characteristics: "The Great Central Valley lies glowing golden in the sunshine, extending north and south farther than the eye can reach, one smooth, flowery, lakelike bed of fertile soil. Along its eastern margin rises the mighty Sierra, miles in height, reposing like a smooth, cumulus cloud in the sky, and so gloriously colored and so luminous, it seems to be not clothed with light, but wholly composed of it, like the wall of some celestial city. Along the top, and extending a good way down, you see a pale, pearl-gray belt of snow; and below it a belt of blue and dark purple making the extension of the forests; and along the base of the range a broad belt of rose-purple and yellow, where lie the miners' goldfields and the foothill gardens.

"All the seasons of the great plain are warm or temperate, and bee-flowers are never wholly wanting."

Sacramento, the State capital, stands on the site of Captain Sutter's fort and estate established here in 1839. To-day we roll through the American River Canyon from Truckee in comfortable Pullmans into this busy, modern city, over the route followed by the pioneers, many of whom, weary and half starved, received help and hospitality from Captain Sutter.

Traveling southward through The Great Valley numerous thriving and attractive towns are encountered. Stockton and San José are in the midst of fruitful areas. Merced is an approach to the Yosemite, portions of which wonderland are open to winter visitors. Fresno, "The Raisin City," is surrounded by vineyards and orchards of fig, peach, and pear. It is the gateway to the Devil Postpile National Monument.

The fantastic formations included in the Pinnacles National Monument are accessible from Hollister on the east and Soledad on the west.

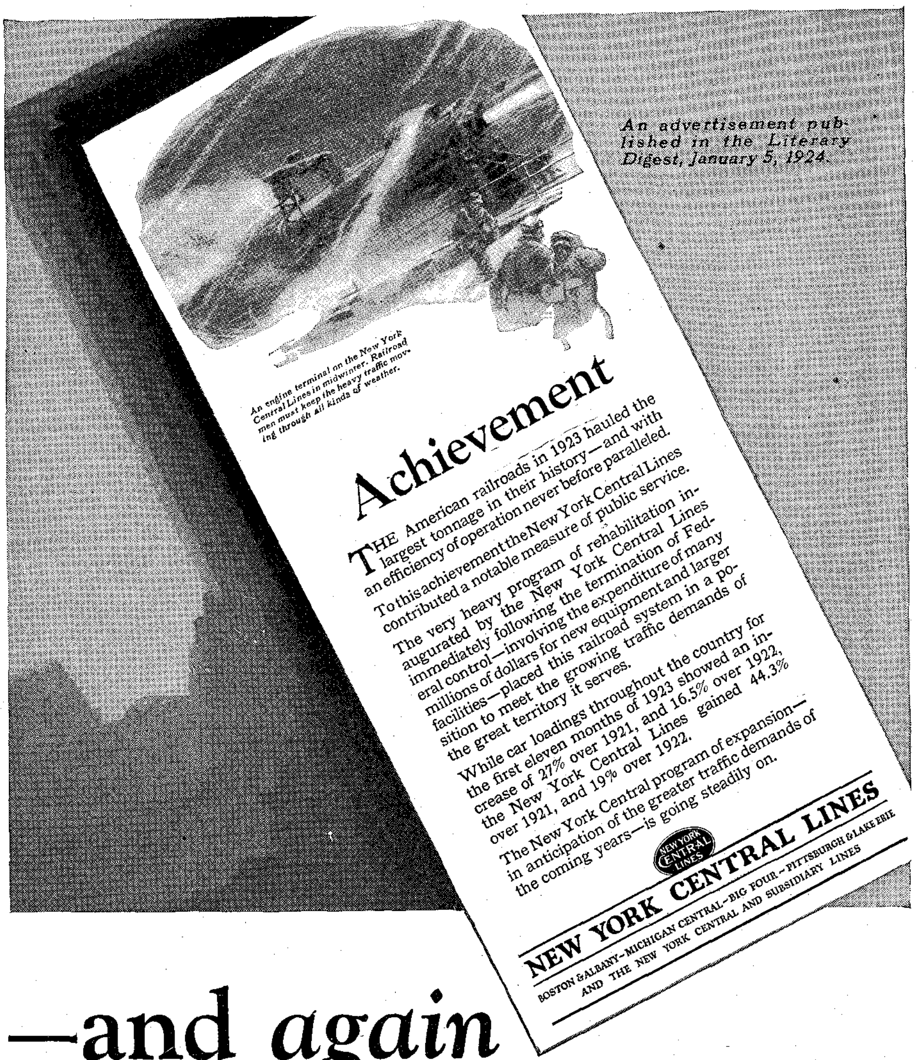
General Grant and Sequoia National Parks are approached from several points in The Great Valley, including Fresno, Reedley, Exeter, and Visalia.

In the southern portion of The Valley are oil regions, Bakersfield their center.

One of the pleasures of a trip to California is the disclosure it affords the traveler of America's natural wonders, the trip to and fro being second only to the time spent in the Golden State itself.

This trip may include a visit to the natural wonders and inspiring cities of the Pacific Northwest, including Vancouver, Victoria, Seattle, Tacoma, and Portland, with entry to California by the Shasta Route of the Southern Pacific System; by the Central Routes entering California through the American and Feather River Canyons, or by the Southern gateways leading directly to Los Angeles or San Diego. We give a table of routes elsewhere.

The California trip may be made also an interesting part of a winter journey to the Orient, Hawaii or South Sea Islands.



An engine terminal on the New York Central Lines in midwinter. Railroad men must keep the heavy traffic moving through all kinds of weather.

Achievement

THE American railroads in 1923 hauled the largest tonnage in their history—and with an efficiency of operation never before paralleled.

To this achievement the New York Central Lines contributed a notable measure of public service.

The very heavy program of rehabilitation inaugurated by the New York Central Lines immediately following the termination of Federal control—involving the expenditure of many millions of dollars for new equipment and larger facilities—placed this railroad system in a position to meet the growing traffic demands of the great territory it serves.

While car loadings throughout the country for the first eleven months of 1923 showed an increase of 27% over 1921, and 16.5% over 1922, the New York Central Lines gained 44.3% over 1921, and 19% over 1922.

The New York Central program of expansion—in anticipation of the greater traffic demands of the coming years—is going steadily on.

NEW YORK CENTRAL LINES

BOSTON & ALBANY–MICHIGAN CENTRAL–BIG FOUR–PITTSBURGH & LAKE ERIE AND THE NEW YORK CENTRAL AND SUBSIDIARY LINES

An advertisement published in the Literary Digest, January 5, 1924.

—and *again* in 1925

"The heaviest traffic in the history of this country is being moved this year (1925) with less cars and fewer locomotives than used in any recent previous year."

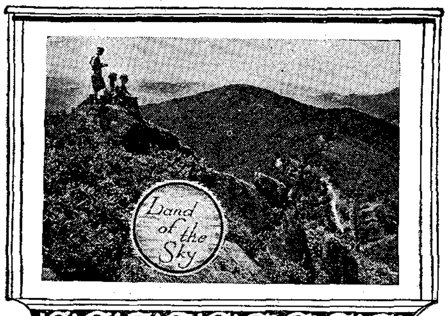
"In a period when more than a million loaded cars are being moved weekly, we find the service department of the Interstate Commerce Commission reduced to a skeleton organization."

"On the part of the carriers there never was demonstrated in our century of railroad operation in this country such a realization of responsibility for service, and performance of it."

From the report of the Committee on Public Relations of the National Association of Railroad and Utilities Commissioners, as presented by Mr. E. I. Lewis, of the Interstate Commerce Commission, Washington, Oct. 14, 1925.

New York Central Lines

Boston & Albany–Michigan Central–Big Four
Pittsburgh & Lake Erie–New York Central
and Subsidiary Lines



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Around Asheville are many, many natural wonders, numerous waterfalls, rivers and lakes; Pisgah National Forest, game preserves; Mt. Mitchell, Royal Gorge, the Great Smoky Mt. National Park.

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WINTER TRIPS AND PLAY-GROUNDS—*Continued*

SEEING THE UNITED STATES IN THE PACIFIC

Among the considerations of a winter visit to Hawaii are these:

A voyage of five or six days over the warm waters of the Pacific Ocean.

Complete change of scene and environment in our far western frontier.

A genial climate permitting ocean bathing every month of the winter season.

Distinctive and impressive scenery with tropical vegetation and fruits.

A potpourri of races with native legends, folklore, music, and warm hospitality.

Unless the traveler is a resident of the Pacific Coast the Hawaiian trip includes the added attraction of passing over our Western States to Seattle, (or through British Columbia to Vancouver or Victoria) with the alternative of a passage to California via rail or through the Panama Canal.

Whether the voyage to Hawaii begins at Puget Sound, the Golden Gate or Los Angeles Harbor, tourists experience the glamor of setting out upon an expedition into the realm of the unusual.

Blizzards may be raging back in the home States, but here on board balmy sunshine tempts the ship's company to deck sports by day, and dreams at night are of the enchanting isles that lie ahead.

Then on a certain day these dreams come true. Diamond Head rises from the western rim of the sea. Waikiki's surf, royal palms swaying under the impulse of trade winds, plaintive melodies, hibiscus, oleander, and bougainvillea, lofty peaks, and pastoral countrysides are realities.

And here is the port of arrival, Honolulu, with its colorful mingling of Orient and Occident. On its streets, maintaining their racial characteristics, true Hawaiians, Filipinos, Japanese, Chinese, Porto Ricans, Portuguese, and energetic Americans commingle, east meeting west and the twain living happily and loyally under the Stars and stripes.

Trips by motor, rail or steamer offer alluring possibilities. Each of the islands beckons with scenic wonders and natural beauties. Hawaii has something to satisfy every preference. As the Honolulu *Star Bulletin* remarked recently:

"It is one of the charms of Hawaii to visitors that they can do here very much as they please. There is no elaborate organization to urge them day after day and night after night to do this or do that. If they come for complete rest, they may have it, amid almost primeval silence and an absence of fret and worry which means to the tired mind and body the ultimate in easy contentment.

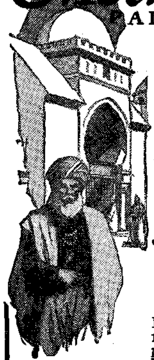
"If they wish a moderate pace of social activities, they may find the group and the place and the facilities for just this sort of life.

"If they wish the strenuous, they may have it. At any month in the year they may climb mountains, battle the ocean's breakers, or engage in keenly-fought contests on tennis court, golf links or some other field of competitive activity.

"If they are interested in the historic, in race tradition, there are museums, libraries, native ruins, prehistoric picture writing, and legends told by people yet living. If they are lovers of natural sciences, and enjoy communion with the shy things of forest and valley and remote hilltop, here, on any day in the year, they may go outdoors to their heart's content.

"In short, this new race of adventurers which has come to Hawaii finds a land where they are welcomed but not importuned; where they are made to feel at home, but allowed to follow their own inclinations in amusement and occupation; a land

The Luxury Cruise to the
Mediterranean
PALESTINE EGYPT



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where the language is their own language—to 98 per cent. of tourists—and where the environment is strange and new and fascinating with its glimpses of the unexpected and the strikingly colorful."

Four principal islands of the Pacific Frontier claim places in the Hawaiian itinerary.

Oahu (pronounced Oh-ah-hoo), with Honolulu its chief port, is the most important steamship objective. It is termed "the cross-roads of the Pacific," at which converge ocean lanes from North and South America, the Orient, and the South Seas.

Honolulu itself is a fascinating introduction to the islands. Its Japanese temples, tea gardens, oriental theaters, shops laden with silks, carved ivory, and native products, parks resplendent with exotic growth and peoples with the customs and color of ancient days, mingle with all the adjuncts of a busy American city. Near by is Waikiki, one of the world's famous bathing beaches, and headquarters for the island's original sport of surf riding.

Foremost among the many excursions to points beyond the city is the eighty-five-mile motor trip around Oahu, which includes the panoramic view from the Pali Cliff, 1,200 feet above the sea; close-ups of pineapple, rice, and banana plantations; the coral sea gardens of Haleiwa and the Army and Navy headquarters of our Pacific Outpost.

Kauai (pronounced Cow-eye), "The Garden Isle," is an overnight voyage northwest from Honolulu, with Nawiliwili, where the Navy plane *PN-9 No. 1* was towed in with its rescued crew, an important port. At Lihue, the county seat, a short distance away, motor-cars are available for visits to the Caves of Haena and to the dizzy heights of colorful Waimea Canyon.

Less than one hundred miles southwest of Honolulu lies Maui (pronounced Mow-ee), "The Valley Isle," its surface intersected with numerous arroyos and its dominating formation Haleakala, "House of the Sun," the world's greatest quiescent volcano. Ten thousand feet its peak rises into the blue Hawaiian sky. Its twenty-mile circumference crater and 21,000 surrounding acres are included in the Maui section of the Hawaii National Park. Kahului on the north and Lahaina on the West Coast are the principal ports. A delightful motor trip extends across the island from Lahaina to Wailuku, enabling the tourist to visit the idyllic Iao Valley, subject of many paintings.

Maui may be included in the voyage from Honolulu to the island of Hawaii, "The Scenic Isle," largest of the group.

From its surface rise two mighty craters, Kilauea, largest continuously active volcano in the world and Mauna Loa, whose fires are smoldering. Each of these great craters is included in the Hawaii portion of the National Park.

Hilo on the East Coast, second in population among the Island's cities, is the principal headquarters for tourist travel. From this city, nestling under tropical foliage and backed by the lofty mountain Mauna Kea, radiate numerous routes to natural wonderlands. Kailua on the West Coast is also a steamship port and each lies on the new motor-belt highway encircling the island.

The supreme experience for visitors to Hawaii National Park is to stand on the brink of Kilauea's fire-pit Halemaumau, when it is a seething caldron of molten lava. Whether fire is present or not, Halemaumau is ever awe-inspiring. The approach is by excellent motor road from Hilo, passing forests of gigantic tree ferns to the Volcano House in the National Park thirty miles, thence to Halemaumau seven miles by motor or on foot two miles by trail across the crater floor.

Kilauea's neighboring peak, Mauna Loa, offers an approach attractive to mountain climbers, by horseback trail twenty-five miles to the rest house at a 10,000 feet altitude, thence by foot to the summit, 13,625 feet elevation, the round trip occupying three days.

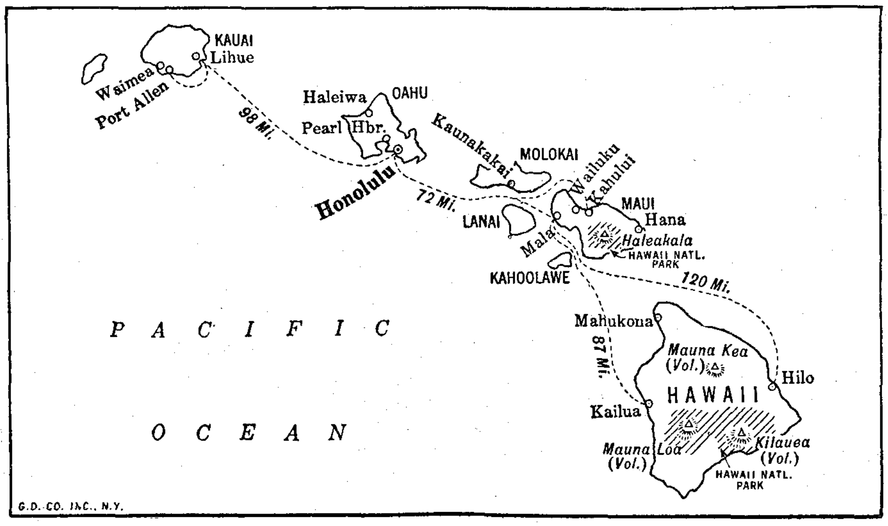
From Hilo the rail trip along the Hamakua Coast in an observation-car treats the traveler to a constant succession of glorious scenery. The belt motor trip around the island for 230 miles passes through the National Park, disclosing intimate views of plantations, ancient buildings, the site of Captain Cook's discovery of the islands and close-ups of native life.

Access to the islands is provided as we have said from two Canadian and three mainland United States ports.

From Vancouver or Victoria, B. C., on their voyage to the Fiji Islands and the Antipodes all vessels of the Canadian-Australasian Steamship Line call in both directions at Honolulu, offering direct monthly service between these ports. The giant motor steamship *Aorangi*, the world's biggest vessel of this type, already described in THE LITERARY DIGEST, has been placed in this service.

From Seattle westbound to Honolulu returning to Seattle via San Francisco is the triangle route of the Matson Navigation Company with monthly sailings. From San Francisco to Honolulu and vice versa also clear every Wednesday steamships of the Matson Navigation Company's fleet. To provide for the rapidly increasing traffic to Hawaii this line is now building the largest passenger steamship ever constructed in the United States, the *Malolo* (Hawaiian for "Flying Fish"), which is expected to make the passage in four days.

From New York (via Panama Canal), Los Angeles and San Francisco, passengers



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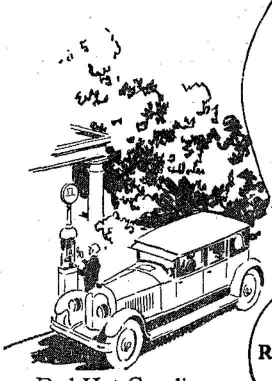

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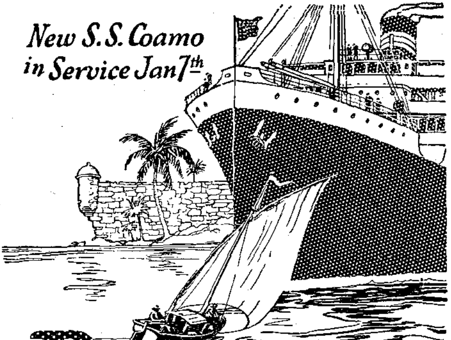
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WINTER TRIPS AND PLAY-GROUNDS—*Continued*

are booked westbound to Honolulu by the Dollar Line on their fortnightly round-the-world service. The Dollar Trans-Pacific Service maintains fortnightly sailing out of San Francisco to the Orient via Honolulu on the intervening weeks.

Between San Francisco and Honolulu sailings are available by the Oceanic Steamship Company's fleet on its route to Fiji, Pago Pago, Samoa, and Sydney, with departures about twice a month.

From Los Angeles to Honolulu direct and return, fortnightly sailings are made by the Los Angeles Steamship Company.

All water connections with the various lines between the mainland and Hawaii are provided from New York via the Panama Canal by the Panama Mail Steamship Line and the Panama Pacific Line.

Steamship service between each of the principal islands is provided by the Inter-Island Steam Navigation Company, with headquarters at Honolulu.

Advice and information on every feature of the Hawaiian trip are available, not only from these lines but from the well-equipped Hawaiian Tourist Bureau offices, located at Seattle, San Francisco, Los Angeles, and Honolulu.

MAIN RAIL ROUTES TO THE PACIFIC COAST

SYSTEMS	GENERAL SCENIC FEATURES
CANADIAN NATIONAL RAILWAYS ROUTE Coast to Coast	From Quebec to Montreal thence through north, central and southern Ontario and across the Canadian Prairies, penetrating the northern Rockies, intersecting Jasper and Mount Robson Parks, thence to Prince Rupert and to Vancouver, B. C., on the Pacific Coast.
CANADIAN PACIFIC RAILWAY ROUTE Coast to Coast	From Quebec through the St. Lawrence Valley, Ontario Highlands, prairies, traversing the Rocky Mountain regions and Canadian National Parks, and by the Fraser River Valley to Vancouver. Through car service from Chicago is operated via the Soo Route.
CHICAGO, MILWAUKEE AND ST. PAUL ROUTE Chicago to Pacific N. W.	From Chicago traversing the Upper Mississippi Valley, crossing the Saw Tooth, Bitter Root and Cascade ranges with its Pacific Coast termini at Seattle and Tacoma. At Ashford on one of its lines is the rail gateway for Mt. Rainier National Park.
BURLINGTON-GREAT NORTHERN ROUTE Chicago, Burlington & Quincy; Chicago or St. Louis to St. Paul or Billings, thence Great Northern.	Providing direct service from Chicago, St. Louis or Kansas City, not only to the Coast, but over the Burlington's own lines to the Denver, Colorado Rocky Mountain regions, with entrances to Rocky Mountain National Park.
BURLINGTON-NORTHERN PACIFIC ROUTE. Chicago, Burlington & Quincy; Chicago or St. Louis to St. Paul or Billings, thence Northern Pacific.	Westward of Chicago this pathway to the Pacific Northwest crosses the Great Plains, joins the Northern Pacific at Billings, and continues across the northern Rockies and through the Columbia River Valley to the Coast. As above stated, there are direct Burlington routes from Chicago or St. Louis to Denver, Rocky Mountain region.
UNION PACIFIC-OVERLAND ROUTE TO OREGON Chicago and Northwestern, Chicago to Omaha, thence Union Pacific to Pacific Northwest via Granger.	From Chicago following the Overland Trail, across the Plains through the Platte Valley. In Wyoming it branches northwestward at Granger over the Oregon Trail. The main line continues to the Columbia Valley and the Coast. A southern connection is made from Kansas City via Denver and Cheyenne.
UNION PACIFIC OVERLAND-SALT LAKE ROUTE Chicago & Northwestern, Chicago to Omaha; Union Pacific Omaha to California, via Ogden and Salt Lake.	Instead of branching northwestward at Granger, as the route described above, this steel trail continues directly west to Ogden where it turns south and southwest to Salt Lake City. The main line continues on through the southwest, following for some distance the trail of the Mormon pioneers, finally terminating at Los Angeles.
UNION PACIFIC-SOUTHERN PACIFIC OVERLAND-OGDEN ROUTES Chicago & Northwestern, Chicago to Omaha; Union Pacific, Omaha to Ogden; Southern Pacific, Ogden to California.	The main central route between Chicago and California. Its course to Ogden is described above. Westward from Ogden it crosses the Great Salt Lake, passes through the Humboldt Valley, Sierras to Sacramento and through the American River Canyon over the route of the gold seekers to San Francisco.
RIO GRANDE-WESTERN PACIFIC ROUTE Denver & Rio Grande, Western Denver to Salt Lake, thence via Western Pacific R. R.	From the Denver-Colorado Springs Rocky Mountain regions with eastern through car service from St. Louis via Missouri Pacific System and from Chicago via Burlington System, also connecting at Denver with all lines from the west, this route traverses the Royal Gorge, Salt Lake City, the Great Basin, and to San Francisco via the Feather River Canyon.
SANTA FE GRAND CANYON ROUTE Chicago to California via Southwest.	Over the Santa Fe Trail to the Southwest to Santa Fe Petrified Forest, Grand Canyon, and nearly a score of other national monuments and parks, to Los Angeles, San Diego and San Francisco. A northern arm terminates at Denver; southern divisions at Galveston and El Paso. Connecting with Gulf Coast Lines at Houston, through service is provided between New Orleans and California.
ROCK ISLAND GOLDEN STATE ROUTE Chicago, Rock Island and Pacific from Chicago, St. Louis or Memphis to Santa Rosa, N.M., thence via Southern Pacific to California.	The Rock Island Route not only provides direct service between Chicago, Kansas City and the Denver-Colorado Rocky Mountain regions, but operates through trains to the Pacific Coast over the Rock Island System to Tucumcari, thence to California via the Southern Pacific System with the Apache Trail and the Roosevelt Dam, as a side trip and Carriso Gorge Route an option.
SOUTHERN PACIFIC SUNSET ROUTE New York to New Orleans via Steamship, thence rail to California.	From New York to New Orleans by direct steamships or rail connections, thence by the Sunset Route to the Pacific Coast. Among numerous scenic attractions are San Antonio, Apache Trail and Roosevelt Dam, Tuscon, El Paso and the Carriso Gorge optional route. All Coast and Great Valley points of California are intersected and connection is made with the Shasta Route to or from the Pacific Northwest.

THE OPEN DOOR TO EUROPE

The plan recently introduced of providing comfortable and even luxurious accommodations on modern steamships for low-priced European trips has met with such emphatic success that all leading lines are providing increased facilities for this service in 1926. Cabin ships and special "Third Class" innovations are developing a new overseas passenger traffic.

We give a complete table of transatlantic lines elsewhere, and now turn to a brief glimpse of some of European attractions.

THE CHARMS OF BRITAIN

Great Britain, with her historic cities, castles, cathedrals and charming countryside, has strong appeal to tourists through all seasons of the year. London, mellowed by centuries of civic life, is irresistible with its Westminster Abbey, the "National place of sepulture," its Rennaissance St. Paul's Cathedral, Houses of Parliament, The Tower, and British Museum, shrine of literature and art. Near by are Windsor, Eaton, Hampton Court and a score of other tempting places. If Liverpool is your port of debarkation the Shakespeare country is within two hours' ride.

"In the heart of Surrey, and Kent, and Warwickshire, and Devon," says Albert B. Osborne in "Finding the Worth While in Europe," "is rural England at its very best. If you want to see the most beautiful rivers, there flow the Thames and the Wye; if you are in search of great castles, there are Warwick and Kenilworth and Windsor, and Bodian and Raglan; if you seek splendid examples of English cathedrals, they wait at Canterbury and Winchester and Salisbury; . . . if you want coast scenery that is unsurpassed in Europe north of the Mediterranean, and that in places equals that which is to be found by that tideless sea, you have it on the shores of Devon and Cornwall; if you want romance localized, you can follow King Arthur through Cornwall; if you want the strange remains of a prehistoric age, there are the weird and mystic circle of Stonehenge and the lonely Druid cromlechs at Land's end; . . . if you delight in ruined abbeys there are Glastonbury and Tintern; if you wish to see an English university town, there is Oxford; a famous school, there are Rugby, and Eton, and Winchester." Northward too there lies Scotland with its historical and scenic treasures.

WINTER IN FRANCE

J. Perret, Director Francais du Tourisme Republique Francaise, thus presents to THE DIGEST a glimpse of the French repertoire of attractions for winter tourists.

"Tourists who winter in the south of France have two distinct courses open to them. Those who wish to escape winter altogether can stay on the French Riviera in a spring climate amidst flowers and bright sunshine; for such there is a wide range of resorts from which to choose—Nice, Cannes, Menton, etc., or the smaller places such as Hyeres, St. Raphael, Beaulieu, Bandol-sur-Mer (these latter having the additional advantage of being very inexpensive altho within easy reach of the larger and more fashionable centers).

"Tourists seeking to avoid the cold of winter should not overlook the claims of certain Pyrenees resorts, for instance, Biarritz, Pau and St. Jean-de-Luz, where the season continues all the year round and where the climate is always mild and equable.

"For those who welcome winter and all that it has to offer in the way of snow and ice sports there are few places with such a wide scope of sports as those of the French Alps and Pyrenees. The undisputed favorite of all such resorts is Chamonix in the shadow of Mont Blanc, the highest peak of Europe, but Font-Romeu and Luchon-Superbagneres in the Pyrenees and Megeve, Mont Revard and St. Pierre-de-Chartreuse (Alps) all have

A NEW KIND
OF INVENTORY
EVERY MAN
SHOULD TAKE

The New Year . . .

A TIME for taking stock, computing business profits or losses, and determining new policies, based on the results of the year before.

An excellent custom in business — indispensable. Yet how much more important that this inventory should begin with *yourself*—with your *health*. Measure your *physical* gains or losses. Determine what is to be done to turn losses into gain!

A good time for doing it — the New Year — *now!*

* * * * *

ASK YOURSELF THESE QUESTIONS

HOW DO I USUALLY FEEL? Bright and new—or shop-worn? Am I riding on top of my job—or is it riding me?

The New Year—a good time to check up. A good time to decide on a definite plan of rehabilitation, so that next year will show new assets, instead of new liabilities, in your health account!

During the last year, hundreds of thousands of people in this country began their program of rehabilitation by making the thirty-day test of Postum. And in four out of five cases this test resulted in the permanent barring of caffein!

These people were not entirely satisfied with their physical condition. They knew or learned something about the character of caffein—how it *seems* to give new energy, but how this energy is actually drained from the body's reserve.

So when a way was shown to measure the effects of caffein, through an easy and convincing test, they were glad to take it.

In place of caffein beverages, they used Postum during the test. They learned how *good* it is—how fully it satisfies the natural desire for a hot drink at mealtime. A drink made of whole wheat and bran, skillfully blended and roasted to bring out the full, rich flavor!

At the end of thirty days they were able to judge fairly what the change had meant for them—and the vast majority decided that Postum was *their* drink, from that time on!

Doesn't it seem foolish—just a little bit short-sighted—to stay in a rut? Why not start the New Year with the thirty-day test?

Accept the free offer of Carrie Blanchard, famous food demonstrator!

Carrie Blanchard's Offer

"I want you to make a thirty-day test of Postum. I will send you one week's supply, free, and my personal directions for preparing it.

"If you would rather begin the test today, get Postum at your grocer's. It costs much less than most other hot drinks—only one-half cent a cup.

"For one week's free supply, send me your name and address. Please indicate whether you want Instant Postum, made instantly in the cup, or Postum Cereal, the kind you boil."

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Postum is one of the Post Health Products, which include also Grape-Nuts, Post Toasties (Double-thick Corn Flakes), Post's Bran Flakes and Post's Bran Chocolate. Your grocer sells Postum in two forms. Instant Postum, made in the cup by adding boiling water, is one of the easiest drinks in the world to prepare. Postum Cereal is also easy to make, but should be boiled 20 minutes.

FREE — MAIL THIS COUPON!

P—L. D. 12-25
POSTUM CEREAL Co., Inc., Battle Creek, Mich.
I want to make a thirty-day test of Postum. Please send me, without cost or obligation, one week's supply of
INSTANT POSTUM . . . . ☐ *Check which you prefer*
(prepared instantly in the cup)
POSTUM CEREAL . . . . ☐
(prepared by boiling)
Name
Street
City State
In Canada, address CANADIAN POSTUM CEREAL Co., Ltd.
45 Front Street East, Toronto 2, Ontario

their own hosts of followers and their own special features of attraction.

"For those who can not quite make up their minds between the two ways of spending the winter there would seem to have been especially devised the winter sport station of Peira-Cava, reached in less than an hour from Nice. This enables one to spend the winter in the warmth of the Riviera and at the same time enjoy a few hours of snow and ice sports whenever one feels so inclined."

WINTER SPORTS IN GERMANY

We have been supplied by E. Schmitz, the American representative of the German Government Railroads, with the following outline of Germany's appeal to the winter visitor.

"The opening of a new ice palace in Berlin—the largest and finest in Europe and surpassed only by the new Madison Square Garden in New York—is a significant sign of the revival and progress of winter sports in Germany. The International Figure Skating Contest will be held there during February, and the beautiful new palace will be Europe's center of many important winter sport events for the 1925–1926 season.

"Half the pleasure of skating, skiing and bob-sleighing, is in being able to enjoy these sports midst exquisite scenic beauty. The German winter resorts, especially those in the Harz Mountains, the romantic Black Forest, the glorious Giant Mountains, offer exceptional opportunities for winter recreation in some of the finest settings to be found in Europe, and under mild and pleasant climatic conditions.

"The Bavarian Alps, with such famous towns as Garmisch Partenkirchen, Oberstdorf, Berchtesgaden, are a playground for thousands seeking recreation in winter sports, combined with the rare beauty of the majestic Alps. These towns not only attract those actively engaged in various sports, but also lure thousands of visitors who go there as spectators of the many outdoor events such as ski-jumping contests, endurance contests on skis, bob-sleigh races, and even the famous horse races on ice held at Garmisch Partenkirchen. The altitude of the Bavarian Alpine resorts is high enough for ideal winter weather without the severity of real winter storms which are experienced in the higher altitude of the Alps. Some of the most important outdoor events in the coming winter season are: At Schreiberhau, on December 26, 1925, grand opening of the new bob-sleigh track, in the Giant Mountains. At Triberg, in the Black Forest, bob-sleigh races on January 15th to 20th, and German Winter-Sports Olympic Games on January 23rd to 26th. At Garmisch Partenkirchen, Horse races in January, and German ski-running championship in February. The Harz Mountains will have important events at St. Andreasberg, Braunlage and Brocken."

IN THE LAND OF THE SKI

United States Representative, Ben Blessum, of the Norwegian Government Railways, presents the following résumé of Norway's attractions for winter tourists:

"Norway, the homeland of the ski, and by far its greatest exponent, has for decades been known in Europe as the ideal winter land, not only for the devotee of sports but also for the seeker after health and for the lover of beauty. But the American knows very little about Norway, especially as a winter land, and what he does know is very often 'not so.'

"No country has a more varied topography than Norway, and very few lands possess so fine a winter climate, this applying however only to eastern Norway as far north as some distance beyond Trondhjem. Winter sports and other recreation may therefore be enjoyed to perfection at all altitudes up to more than four thousand feet and in the widest variety of surroundings. Even in the immediate environs of Oslo, the capital, all sports may be engaged in, and resorts, having excellent hotels, and which may be reached by very good trains, abound in every direction. The greatest winter-sports tournament in the world is undoubtedly that celebrated each February at the famous Holmenkollen, near Oslo. Some of the more notable resorts are: Holmenkollen, Anne Kure's, Fossheim, Vettakollen, Sollihgda, all near Oslo; Hosbjor, Finse, Breidablik, Opdal, Lillehammer, Fefor, Golaa, Kampesæter, Domaas, Fjeldsæter, Fagernes, Loken, Geilo, Voss, Bolkesjo, Lifjeld, all in fine mountainous surroundings at elevations all the way from a few hundred feet to four thousand, and all within a few hours of Oslo.

"The climate is very dry and the cold, therefore, never as intense as in our Northern States. The average of sunshiny days is also high. Hotel prices are reasonable and *en pension* very reasonable. No room tax or other special taxes on foreigners exist."

WINTER SPORTS IN SWEDEN

Of the winter attractions in Sweden, B. Nordholm, Manager of the Swedish State Railways Publicity Bureau, speaks, as follows:

"As a winter sports counterpart to the Olympic track and field competitions the Northern Games will take place in Stockholm and vicinity between February 6th and 14th, 1926. Since 1902 they have been held regularly every four years, alternating every two years with the Olympic summer games, and the best ski jumpers, fancy skaters, and long distance ski runners from the leading European winter sports countries are scheduled to appear. The Stockholm Olympic Stadium of 1912 will then be converted into a skating rink. The program for next February includes, in addition, ice yachting, tobogganing, sail skating, torch light sleigh rides, ski driving, horse races on the ice, winter fireworks, special theatrical and operatic performances, dances, suppers, and a public dinner with prize distribution in the Golden Room of the new City Hall.

"Another international winter sports feature in Sweden is the annual Vasa ski run of fifty-seven miles, held from the Norwegian frontier to Mora in the province of Dalecarlia the first week in March. For spectators, special trains will be run from Stockholm as this classic race, a modern Marathon on skis, attracts the fastest runners in northern Europe. It commemorates a historic run made in 1521 when the best ski runners were sent to overtake and bring back the young nobleman Gustavus Vasa to become leader of the revolt against the Danish king. He is now regarded as the Swedish George Washington. Last year there were over 150 starters and a new record of six hours three minutes and fifty-five seconds was set by Sven Setterstrom of Umeä.

"Besides Mora there is a modern winter resort at Rättvik, also on Lake Siljan in Dalecarlia, where the peasants still wear their brilliant national costumes and then further north a still more rugged center of sports at Are where the season lasts from December 20 to April 15. In the mountain regions of Are with its funicular railway for the accommodation of coasters and ski runners the primitive Lapps with their thousand headed reindeer herds are still found roaming about. Are is among the best known of European resorts on account of its gay social life during the winter season."

WINTER RECREATION IN SWITZERLAND

The Swiss Government's tourist representative in the United States, Frederick Dossenbach, author of "How to See Switzerland," thus describes for THE DIGEST Switzerland's winter attractions:

"Snow and ice, dreaded impediments of long ago, are now as eagerly anticipated and

DIRECTORY OF SPECIAL CRUISES

In the following table are listed cruises by specially chartered steamships or steamships assigned by their lines to special cruise service. Regular winter sailings—European, Coastwise, West Indies, Trans-Atlantic and Pacific—are listed elsewhere.

Line or Agency	*Ship*	*To*	*No. Days*	*Sailing Date*
American Express Co.	Essequibo (*Pacific Line*)	South America	70	January 28
Canadian Pacific Co	Montroyal	West Indies	29	Jan. 28; Mch. 1
	Empress of France	Mediterranean	64	February 9
Frank C. Clark	Laconia	Around the World	128	January 20
	Transylvania	Mediterranean	62	January 30
	Lancastria (*Cunard-Anchor*)	Norway and Western Mediterranean	53	June 30
Thos. Cook & Son	Franconia (*Cunard*)	Around the World	133	January 14
	Homeric (*White Star*)	Mediterranean	67	January 23
	California (*Anchor*)	Mediterranean	62	July 1
Cunard and Anchor Lines	Mauretania	Mediterranean	Returning via North Atlantic Ports	February 17
	California	West Indies	28	Jan. 23; Feb. 25
Dollar S. S. Co.		Around the World	112	Fortnightly
Frank Tourist Co.	Scythia (*Cunard*)	Mediterranean	67	January 26
Holland America Line	Rotterdam	Mediterranean	67	February 2
	*Veendam	West Indies and Panama Canal	27	February 18
I. M. M. (White Star)	Adriatic	Mediterranean	46	Jan. 7; Feb. 25
	Megantic	West Indies	30–31	Jan. 23; Feb. 27
(Red Star)	Lapland	Mediterranean	46	Jan. 16; Mch. 6
Lamport & Holt	Voltaire	South America	45–58	January 23
Norwegian America Line	Bergensfjord	Norway and North Cape	36	July 3
Raymond & Whitcomb Co.	Samaria (*Cunard*)	Mediterranean	66	January 28
	Columbus (*United American*)	West Indies	25	Jan. 30; Feb. 25
	Carinthia	Mediterranean	42	April 3
	Carinthia (*Cunard*)	Norway and North Cape	39	June 29
Royal Mail Steam Packet	Orca	African Cruise	100	January 19
	Ohio	West Indies	30	Jan. 21; Feb. 20
United American Lines	Resolute	West Indies	14	December 21
	Reliance	West Indies	14–27	Jan. 9, 27; Feb. 27, April 1
	Resolute	Around the World	4 Months	January 21

* Operated jointly with Frank Tourist Co.

indispensable as the sun is for a perfect day! Snow and ice sports, the redeeming factors from the depressing winter lethargy of former days, are now more patronized by the American public in the Swiss Alps than ever before. Americans seem more and more to wind up the Mediterranean Cruise with a stay in one of the winter resorts in Switzerland, to taste the crisp mountain air charged with a reviving, rejuvenating tonic and mysterious forces. In altitudes ranging from 3,000 to 6,000 feet Switzerland offers an unlimited choice of places where the season programs foresee daily sports events and contests, as well as a variety of enjoyable social functions.

Picture yourself arriving at one of the smart alpine winter resorts! A surprize is already in store for you at the railroad station, where you will make the delightful discovery that the only vehicles obtainable are sleighs!

What a contrast to the dingy, battered taxicabs that greet you in Paris, or the dingy, more battered "flies" that await you in Rome! The sleighs remind you rather of the gondolas of Venice, but while the latter are all of one size, one shape and one color, the former vary in every particular. There are lovers' sleighs which will hold only two and family sleighs which will accommodate a dozen.

"St. Moritz, Davos, Arosa, and others in the Grisons, Adelboden, Grindelwald, and Gstaad in the Bernese Oberland, all have arranged most excellent programs for the season. St. Moritz announces among other events an international skiing competition for the second half in January. The Grand National for skeletons on the Cresta Run is set for February 20-28. The well-known Grand International Skating Meeting will be held at Davos on January 30 and 31."

UNDER ITALIAN SKIES

"Italy is the most interesting country in Europe," says William J. Rolfe in "A Satchel Guide to Europe." "Upon each person who visits this land of art and history, of azure skies and golden light, she casts her spell, and few are the individuals who can resist her charms."

Genoa and Naples are the main ocean gateways to Italian lands. Genoa stands midway between the Western and Eastern Italian Riviera "a radiant world of blue and green and gold and silver; of azure sky; of olive gardens and hills wooded with Ilex, Cypress, and Myrtle; of oranges and lemons glowing amid their glossy foliage; of fields of violets and hedges of roses."

In the Western Italian Riviera is Savonna, whose Brandale Tower in its ancient defenses was built in 1178, but which is now a superb modern city and a busy port. Westward along the coast are a succession of attractive towns, quaint Alassio conspicuous among them. San Remo is often termed "The Cannes of the Italian Riviera." It is in the region of the Ligurian rock villages extending to the border, beyond which lie sparkling Monte Carlo and Monaco.

Eastward from Genoa is the Levante, a rugged coast along which the mountains descend precipitously to the sea. Among the notable places of interest are Nervi, Rapallo, Lauagna, Levanto, Spezia and Viareggio.

Nervi is situated among beautiful groves of oranges and lemons. Rapallo faces a sandy beach providing ocean bathing. Levanto, on the mountainside, contains remains of the fifteenth century. Spezia is the naval base of northern Italy. A carriage drive along this part of the coast affords intimate views of some of Italy's most picturesque scenery.

Genoa ("Genova la Superba") is a gateway also to many points of interest in northern Italy. A direct rail route is available to Milan, the capital of Lombardy, containing one of Europe's largest and most magnificent cathedrals. From Milan an hour's rail ride brings the tourist to the shores of Lake Como for a tour of the exquisite Italian Lakes, each having

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5 models—$ 525 *to* $ 775
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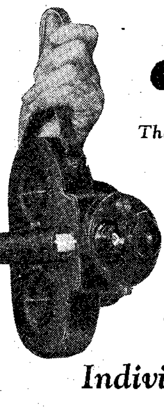

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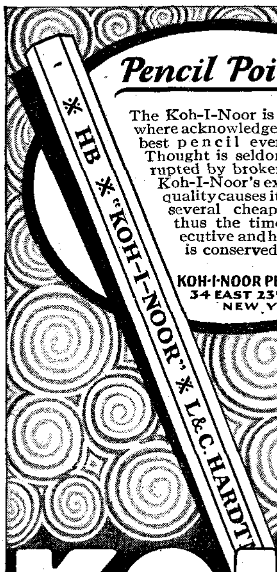

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WINTER TRIPS AND PLAY-GROUNDS—*Continued*

extraordinary natural beauty. From Milan, Venice—city of dreams and art—is only 165 miles distant.

From the Naples ocean approach extends one of the world's most famous motor drives along the curving shores of the blue Mediterranean, with views of Vesuvius to Pompeii, where the curtains are raised upon the life of past centuries, and on to those charming seaside resorts, Sorento, Amalfi, and Salerno.

From either Genoa, Milan or Naples, Rome, "The Eternal City," may be reached by short journeys, while in the interior regions are Florence, "The Art Capital," and scores of other towns and cities appealing to the traveler. Tourists who enter Italy by the Mount Cenis tunnel route from France will arrive in Turin, which not only has many points of historical interest, but is now one of Italy's important industrial centers.

DIRECTORY OF TRANSATLANTIC STEAMSHIP SERVICES

The following list includes only regular services. Special Winter Cruise trips are included in another table.

Line	*From*	*To*
Anchor Line	New York, Boston	Londonderry, Glasgow, Naples, Genoa, Palermo, Piræus, Alexandria, Patras, Haifa
Atlantic Transport Line	New York	London, Cherbourg, Boulogne
Baltic America Line	New York	Cherbourg, Copenhagen, Danzig, Libau
Canadian Pacific	St. John, N. B.	Queenstown, Liverpool, Belfast, Glasgow Southampton, Cherbourg, Antwerp, Havre, Hamburg
Cosulich Line	New York, Boston	Naples, Patras, Trieste, Dubrovnik, Azores, Lisbon, Madeira
Cunard Line (*Canadian Service*)	Halifax	British Ports, Ireland, Cherbourg
Cunard Line	New York, Boston	British Ports, Ireland, Cherbourg
Fabre Line	New York, Providence	Palermo, Naples, Marseilles, Azores, Spanish Mediterranean and Eastern Mediterranean Ports
French Line	New York, Houston	Havre, Plymouth, Vigo, Bordeaux
Furness Line	Boston, Halifax, St. John's	Liverpool
Hamburg-American Line	New York	Hamburg, Southampton, Cherbourg
Holland-America Line	New York, New Orleans	Rotterdam, Plymouth, Bouligne-sur-Mer, Vigo, La Coruna, Santander
Leyland Line	Boston	Liverpool
Lloyd-Sabaudo Line	New York	Gibraltar, Naples, Genoa
National Greek Line	New York	Piræus, Patras, Constantinople, Constanza, Barna
Navigazione Generale Italiana	New York	Naples, Genoa
North German Lloyd	New York	Bremen, Plymouth, Cobh, Cherbourg
Norwegian America Line	New York	Oslo via Bergen & Scandinavian Ports
Red Star Line	New York	Antwerp, Cherbourg, Plymouth
Royal Mail Line	New York	Southampton, Cherbourg, Hamburg
Scandinavian American Line	New York	Copenhagen & Scandinavian Ports
Spanish Royal Mail Line	New York	Vigo, Cadiz, Barcelona
Swedish-American Line	New York	Gothenberg, Sweden & Scandinavian Ports
Transatlantica Italiana Line	New York	Naples, Genoa, Palermo, Azores, Lisbon, Madeira
United American Lines	New York	Hamburg, Southampton, Cherbourg
United States Lines	New York	Queenstown, Plymouth, Southampton, Cherbourg, Bremen
White Star Line	New York, Boston, Halifax	British Ports, French Ports, Hamburg
White Star Dominion Line	Portland	British Ports

DIRECTORY OF TRANSPACIFIC STEAMSHIP SERVICES

Line	*From*	*To*
American Oriental Mail Line	Seattle & Victoria	Yokohama, Kobe, Shanghai, Hongkong, Manila
Canadian Australian Royal Mail SS. Line	Vancouver & Victoria	Honolulu, Suva (Fiji), Auckland, N. Z., Sydney, Aus.
Canadian Pacific	Vancouver & Victoria	Yokohama, Kobe, Nagasaki, Shanghai, Hongkong, Manila
Dollar SS. Line	San Francisco & Los Angeles	Honolulu, Kobe, Shanghai, Hongkong, Manila
Los Angeles SS. Co	Los Angeles	Honolulu
Matson Navigation Co.	San Francisco & Seattle	Honolulu, Hilo, Kahului
Nippon Yusen Kaisha	Seattle & Vancouver	Yokohama, Kobe, Nagasaki, Shanghai, Manila, Hongkong
Oceanic SS. Co	San Francisco	Pango Pango (Samoa), Sydney
Toyo Kisen Kaisha	Los Angeles & San Francisco	Honolulu, Yokohama, Kobe, Shanghai, Nagasaki, Hongkong, Manila
Union SS. Co. of N. Z.	San Francisco	Papeete (Tahiti), Rarotonga (Cook Islands), Wellington (N. Z.), Sydney

SPAIN AS A WINTER RESORT

The inducements of Spain to winter tourists are reviewed as follows by Señorita Carolina Marcial of the United States Spanish Tourist Bureau:

"Spain has one of the best climates to recommend it as a winter resort. It has more sun than any other country in Europe—more even than Sunny Italy.

"Along the Mediterranean Coast and in the South the weather is ideal in winter. In Barcelona the traveler finds himself at the foot of the Pyrenees, surrounded by tropical vegetation, and in the midst of the most comfortable and modern hotels. Málaga, world famous for its grapes, enjoys a warm, balmy climate. Sevilla, with its beautiful parks, roses blooming in December, orange-trees blossoming in January and February, is a delightful spot. It is in the heart of Andalusia and one is always sure to come across a picturesque group of natives dancing to the strumming of a guitar. Algeciras, the Spanish port in the south, faces Gibraltar and the African coast. It has splendid hotels for the tourists, with beautiful gardens and parks surrounding them. Not only Sevilla, Barcelona and Algeciras should attract the traveler, but also Cádiz, city of ancient memory, and Jérez, center of the sherry industry.

"At the same time that the tourist seeking sunshine finds his ideal in Spain, there are many places to interest the one who longs for winter sports. In Escorial and Cercedilla there is skiing and tobogganing—and in Ronda hiking through the mountains is unsurpassed in Europe."

IN NORTHERN AFRICA AND PALESTINE

Gibraltar is a stopping place for most Mediterranean cruises, while Algiers is visited each winter by thousands of tourists.

A new experience for travelers in North Africa which is available from Algiers will be the Desert trip to the heart of the great Sahara. This trip which touches at Tougourt, El Oued, and Tozeur can be made in special six-wheel "Desert Cars" which are maintained and operated by the French Line. "Even the most blasé traveler will find on this trip more than enough of the strange and wonderful to keep him in a state of perpetual bewilderment," say the managers.

The Land of the Pharaohs has long been a winter-travel objective, but recently it has assumed greater interest owing to the wonderful discoveries in the tombs of the Nile Valley. The main tourist approach is from the port of Alexandria. Cairo, 130 miles distant, is a city of 790,000 population and is described by one writer as a "potpourri of medley populations." As Fred E. Marble says in his new "Round the World Travel Guide"—"Cairo still retains much of its Oriental glamor in spite of modern improvements. Its chief attraction, however, is in its mosques, which are regarded as the best specimens of Arabic architecture. It also ranks high as an educational center. On account of its salubrious climate and historic associations Cairo has become an international playground where countless thousands of Americans and Europeans escape the rigors of a Northern winter." From Cairo originate fascinating Nile cruises, those to the First or Second Cataract occupying from twenty-one to twenty-seven days. Comfortable vessels of the Anglo-American Nile and Tourist Company provide excellent service to regions of temples, tombs and scenes carrying the tourist back to Biblical times.

While Haifa on the Bay of Acre is the chief port of entry to the Holy Land, rail connection may be made from Cairo to Jerusalem. Motor trips are available from this sacred city to Bethlehem, Mount of Olives, Garden of Gethsemane, Tomb of David, Church of the Holy Sepulchre, Mosque of Omar and Jews' Wailing Wall, while more extended visits may be made to Nazareth, Tiberias and Sea of Galilee and Jericho.

Across the Atlantic

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Here is a subject of vital importance to YOU—to every man and woman who would be really vigorously healthy—for there is no one so well or so strong as to be able to ignore it. You can not do your best work, you can not put that "pep" and "punch" into your efforts that they should have if you are physically below par, a prey to insidious attacks from within.

Have You a Crippled Colon?

This is conceded by modern medical research to be the source of more disease and of more suffering than any other disabled organ. Indeed, it will ultimately manufacture enough infective material to put the other organs—heart, kidneys, liver, stomach, etc.—out of business as well. Do you know that by neglect of the simple hygiene of the colon, you are poisoning yourself slowly but effectually from day to day?

Unnecessary Drugging

Are you aware that the artificial conditions of modern life, concentrated foodstuffs, false modesty, ignorance, and lack of attention to bodily needs have made colon troubles almost a universal condition among civilized men and women? These troubles have made autointoxication or intestinal toxemia the most widespread of all maladies. Many do not know they have it, but are treating themselves for some other ailments.

If you would avoid the numberless evils attendant upon improper feeding, read

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By J. H. KELLOGG, M. D., Medical Director of the Famous Battle Creek Sanitarium

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X-Ray Studies of the Digestive Processes
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Putrefactive Organisms
How to Lubricate the System
Protective Bacteria
Causes of Old Age
How Animals Live in the Wild
The Fruit Regimen
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How to Make Dangerous Germs Harmless
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The helpful advice and information given you in this unique and arresting work are made doubly serviceable by the many splendid illustrations showing in different colors exactly how your food behaves from the time that you put it into your mouth until its final elimination. You are shown a veritable moving picture panorama of the meal route, and can follow all the processes through which the food passes, the methods by which its vital juices are absorbed into your blood as nutriment or by which its freed poisons are sucked into your veins to spread corruption and disease broadcast through your system. Study this illuminating book and follow its instructions and you will enter upon a new lease of life. SIGN AND SEND THE COUPON TODAY!

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INVESTMENTS AND FINANCE

OUR CASH CONTRIBUTION TO EUROPE'S CHRISTMAS STOCKING

MORE American money is being sent to foreign countries as Christmas gifts than at any time since the World War, says J. C. Royle in one of his Consolidated Press dispatches from New York. Post-office authorities having to deal with foreign-born populations inform Mr. Royle that this year it is cash instead of merchandise that is being sent abroad during the pre-Christmas season. About this time of the year post-offices patronized by our foreign-born are likely to be deluged with a rush of parcel-post matter for export. "This rush has been absent this year, but the international money-order divisions of the offices have been swamped with money-order applications." As a result—

> Hundreds of millions of dollars will be diverted from American trade and thrown into the hands of foreign merchants and manufacturers, and money which has been paid in wages for production of American goods will go into the hands of foreign competitors making similar products. There are at least 15,000,000 inhabitants of the United States who are foreign born and are in the habit of sending money regularly to friends and relatives abroad. At the holiday season, it is estimated thousands of others send gifts of some sort to citizens of foreign countries. The regular remittances will exceed $350,000,000 this year, and the holiday giving now in progress will raise that sum materially.
>
> As a result of this flow of money abroad this year, foreigners will have well toward $500,000,000 in American money to spend on goods made in foreign countries and sold in their own shops, instead of receiving American-made presents in this country. The small parcels-post shipments valued at under $25 a piece, which normally total around $30,000,000 is not expected to reach that sum this year.
>
> The increase in shipments of money abroad is attributed to the universally high level of employment maintained in industrial plants this year, the fact that many packages sent abroad last Christmas were looted before they reached their destinations, and a spread of knowledge that American money in the hands of friends abroad would buy more than the same sum expended here with duties and other charges added.
>
> The trend has been advanced by familiarity of foreigners with the postal-savings-bank system, the payment of Christmas Club funds earlier than usual this year and by a general house-cleaning among the private bankers of foreign birth who handle a large proportion of the money shipped abroad. Abuses in the transmission of money, which took advantage of credulous ignorance, formerly of common occurrence, have been rigidly suppressed with additional confidence accruing to the banks.

But not all of the money earned by our foreign-born residents is being shipped across the Atlantic, for Mr. Royle notes that if they are sending gifts abroad, nevertheless, "they are becoming equally free in making investments at home":

> Thousands of them are buying stock in the companies for which they work. This is strikingly shown in the list of shareholders in United States Steel, Bethlehem Steel and other big industrial concerns. Farmers of foreign extraction in the Northwest in late weeks have been digging gold coin and bills out of hiding-places where they had not seen the light for years, and purchasing stock in local securities.

THE HANDLING-WASTE FACTOR IN LIVING COSTS

ONE of the greatest factors in industrial costs, and therefore in the cost of modern living, is the expense of handling materials. Mr. James A. Shepard, who is Chairman of the Materials Handling Division of the American Society of Mechanical Engineers, is attacking the problem of waste effort in this connection. He has found out, according to *The Wall Street Journal*, that by speeding up transportation our railroads have reduced interest charges against commodities in transit by about $40,000,000 a year. This is a case in which a very small saving per unit in handling amounts to an enormous aggregate for the country at large. As *The Wall Street Journal* summarizes:

> One cent a ton variation in handling costs in transportation alone amounts to $32,000,000 a year for the United States. Study of making of iron castings in foundries showed that an average of 168 tons of materials of all kinds were handled to make each ton of finished castings. Extending this study to use of these castings in their subsequent machining and assembly with other materials in the metal industries, such as making automobiles or agricultural implements, it was found 224 tons of materials are handled per ton of finished product delivered to consumer.
>
> Mr. Shepard stated it was estimated minimum handlings to finished product in various processes of production came to three times the number chargeable to transportation. This would indicate probable tonnage of materials handled in production in United States in one year to be 9,700,000,000 tons with a variation in total cost of $97,000,000 for every 1 cent a ton change in handling costs. This would make total tonnage handled in transportation and production 12,900,000,000 tons annually and 1 cent variation in cost $129,000,000 in year.
>
> In the mining industry producing about 600,000,000 tons of material a year, which at some stage are handled largely by hand shoveling, the direct labor cost comes to $300,000,000. Loading and unloading ships with handling of 200,000,000 tons a year probably costs for direct labor $200,000,000, he stated. Loading and unloading box-cars, with 360,000,000 tons handled a year, principally by hand labor, is estimated to involve direct labor cost of $100,000,000, with a possibility, owing to inadequacy of available data, that the cost is actually twice this amount.

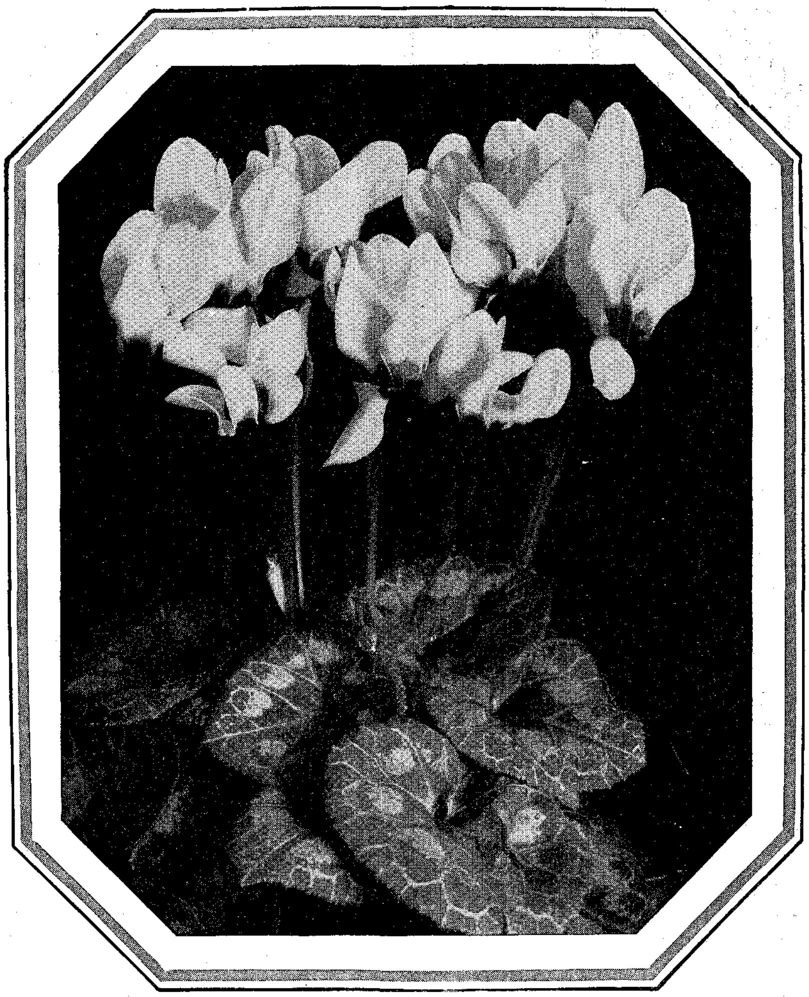
OUR NEW NEIGHBORS WANT OUR GOODS

A REMARKABLE interest in American goods has been shown by the new nations which have appeared on the commercial map of the world since the World War, observes the National City Bank of New York in its *Trade Record*. "From Azerbaijan, which heads the alphabetical list, to Ukraine and Jugo-Slavia with which it ends," they all want more and more United States products and to be trying to send us in exchange more and more of their own raw materials. As we read:

> Our own official figures show an increase of over 60 per cent. in the dollar value of our trade with these twenty new political divisions since the beginning of the fiscal year of 1920. From Esthonia, Latvia, Lithuania, Austria, Czecho-Slovakia and Hungary, and including Germany, Russia, Belgium and Roumania, in which new boundary lines have changed populations and commercial activities, including also British, Belgian and French possessions in Africa which were enlarged by the "Mandated" German colonies, the demand for American merchandise has advanced.

This increase in trade between these new countries and our own is the more interesting, it is remarked, since several of these newly established nations are distinctly "interior" countries without frontage on the Atlantic. For instance:

> With Czecho-Slovakia, whose commerce necessarily crosses adjacent countries in reaching tide-water, our commerce has grown from 10 million dollars in the fiscal year of 1920 to 25 million dollars in the fiscal year 1925. With Hungary the exports are much larger than in 1920, while the imports from Austria also show a remarkable gain, amounting to 2½ millions in 1925. From Poland, which now reaches tide-water through the free port of Danzig, the imports of 1925 are ten times as much as in 1920. Our trade with Poland since the beginning of 1920 has aggregated more than 100 million dollars.
>
> With Germany, whose area and population were somewhat reduced at the close of the war, the trade of 1925 was approximately 300 million dollars against 250 millions in 1920. With Russia, which shows a slight decline in area and population, the trade of 1925 is 67 million dollars, consisting chiefly of exports to that country, which exports now go for the most part across the north Atlantic to the new port of Murmansk in northeastern Russia, being connected with the interior of that country by the Kola-Petrograd Railway, constructed during the war. Most of our trade with Russia now occurs with the section geographically designated as "European Russia" with which our trade in 1925 was approximately 66 million dollars against less than 1 million dollars with Asiatic Russia, formerly reached through the port of Vladivostok. The total trade with Russia since the beginning of 1920 has been about 250 million dollars. With Finland our trade since the beginning of 1920 has exceeded 100 million dollars, and with Esthonia, Latvia and Lithuania our trade in 1925 was about 7½ million dollars.
>
> With Hejaz, which made its first appearance upon the map of the world during the war period, our 1925 trade is materially greater than in 1920, and this is also true of its northern neighbor, Palestine.



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CURRENT EVENTS

FOREIGN

December 2.—Premier Briand of France wins his first vote of confidence in the Chamber of Deputies by a vote of 298 to 113.

Civilian government is reestablished in Spain, and Gen. Primo de Rivera, who was president of the military directorate, remains at the head of the Government as Premier.

For fear that publication of the Irish Boundary Commission's report on the boundary between Ulster and the Free State would renew civil strife, it is agreed, at the request of President Cosgrave of the Irish Free State, to suppress it.

December 3.—By a majority of 28, the French Chamber of Deputies approves Premier Briand's proposal to borrow 7,500,000,000 francs from the Bank of France and to increase various forms of taxation.

The League of Nation's special inquiry commission places the blame for the recent outbreak between Greece and Bulgaria on Greece and imposes a total cost of $219,000 on Greece for reparations to Bulgaria.

The British Government and the Governments of Ulster and the Irish Free State decide to retain the present boundary line between Ulster and the Free State, and the British Government agrees to abandon its claims on the Free State for payment of the latter's share of the war debt, while the Free State agrees to compensate the victims of the troubles in Ireland during the late conflicts. The agreements must be ratified by the British Parliament and the Dail Eireann.

December 4.—By 206 to 25, the French Senate agrees to Premier Briand's finance bill.

December 5.—The German Cabinet, headed by Chancellor Hans Luther, resigns, in accordance with the Chancellor's announcement before signing the Locarno treaties.

December 6.—The Turkish representative at the League of Nations Council announces that Turkey will accept no decision concerning Mosul by the Council which involves any abandonment of Turkish sovereignty in Mosul.

December 7.—Six London physicians, says a dispatch, have been inoculated with living cancer germs without, so far, ill result, in order to test the Gye-Barnard theory that cancer is caused by a virus which is harmless without a certain chemical agent. The inoculation was without this agent.

The French Cabinet decides to appoint Senator Henri Berenger as Ambassador to the United States to succeed Emile Daeschner.

December 8.—The League of Nations Council invites the United States, Germany and Russia to join in the work of the special commission which will arrange for an international disarmament conference.

DOMESTIC

December 2.—The aircraft board appointed by President Coolidge to investigate the air service reports that it is in excellent shape, has good personnel, machines as

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Think of the number of recipes which ordinarily call for a melted shortening—

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good as, if not better than, machines of other countries, and is well directed. It recommends that Congress be asked to create assistant secretaries of War, Navy and Commerce to take over aviation matters.

The National Conference on Churches and World Peace, held in Washington, unanimously protests against any further extension of the "militaristic program" of the United States, with special emphasis against military training in high schools, land-grant colleges, and universities of the country.

December 4.—President Coolidge says "industrial preparedness as an insurance against war is of the utmost importance," in a message to the American Society of Mechanical Engineers, which discusses industrial preparedness at its annual convention, in New York.

December 6.—The Mixed Claims Commission finishes investigation of the claims rising out of the sinking of the *Lusitania* by the Germans on May 7, 1915, and awards a total of $2,409,413 damages against Germany.

The War Department issues a statement in which it says that it "stands squarely in favor of military training for the greatest possible number of students," as part of its program for national defense.

December 7.—The Sixty-ninth Congress convenes, and Representative Nicholas Longworth of Ohio is elected Speaker of the House by a vote of 229 to 173 for Finis J. Garrett of Tennessee, Democrat, and 13 for Henry Allan Cooper of Wisconsin, Republican insurgent.

Speaking before the convention in Chicago of the American Farm Bureau Federation, President Coolidge denounces government aid which would fix prices or engage in buying or selling farm products, and favors cooperative marketing.

The Philippine Commission of Independence presents a memorial to Congress asking that independence be granted to the Philippines as "soon as a stable government under Filipino direction can be established."

Judge James R. Hamilton instructs the new grand jury impaneled in Austin, Texas, "to make a complete investigation of all offices, from Governor to the justice of the peace."

December 8.—Senator Edge of New Jersey introduces a bill to amend the Volstead Law and permit the making of 2.75 per cent. beer, and Senator Edwards of New Jersey introduces a bill to repeal the Volstead law.

The attempt of Rudolph T. Roehrle to sail a canoe around the world, beginning at Brewer, Maine, is ended by his death by drowning in Chesapeake Bay.

Gov. Miriam A. Ferguson of Texas declines to call a special session of the Legislature, saying there is no necessity for such an expense.

In his address to Congress, President Coolidge recommends a continuance of economy and tax-reduction, adherence to the World Court, railroad consolidation, investing the President and the departments of Commerce and Labor with authority to deal with an emergency such as the coal strike, and a selective service act, and commends the Locarno treaties.

Treated 'Em Rough.—
GERMAN REDS BATTLE WITH 1,000
BEER MUGS, 500 CUPS, 600 CHAIRS;
KILL ONE
—*Headlines in a California paper.*

HIS SIZE CHAIN IS SHOWN HERE

Figures with decimals indicate balloon tires

NAME OF CAR	1925	1926
	Tire Size	Tire Size
Ajax		30x4.75
Anderson.....41	32x4	31x5.25
Anderson.....50	32x4	33x4.95
Apperson.....6	32x4	33x6.00
Apperson.....8	33x5	
St. Away.....8		33x6.20
Auburn.....6–43	31x4	
Auburn.....6–63	32x4½	
Auburn.....6–66		30x5.25
Auburn.....8–88		30x5.77
Buick.....Standard	31x4.7	31x5.25
Buick.....Master	32x5.7	33x6.00
Cadillac.....V63	33x5	
Cadillac.....314		33x6.75
Case.....X	32x4½	32x4½
Case.....JIC	32x4½	32x6.20
Case.....Y	32x5	34x7.30
Chandler.....SS	33x6.0	33x6.00
Chevrolet.Superior	30x3½	
Chevrolet.....K		30x3½
Chevrolet.....K		29x4.40
Chrysler.....Six	30x5.7	30x5.77
Chrysler.....Four		30x5.25
Cleveland.....43	31x5.2	31x5.25
Cleveland.....31		30x4.75
Cole.....Master	34x7.3	34x7.30
Cunningham.....V6		33x6.75
Dagmar.....6–70	33x5	33x5
Dagmar.....6–60		32x4½
Davis.....90	31x4	30x5.77
Davis.....91	32x4½	30x5.77
Diana.....St. 8		32x6.00
Dodge Brothers.....	32x4	30x5.77
Dorris.....6–50		32x6.20
Duesenberg.....St. 8	33x5	33x5
Du Pont.....C	32x4½	
Du Pont.....D		32x6.20
Durant.....A22	31x4	30x5.25
Elcar.....6–41	31x4	
Elcar.....6–51	31x4	
Elcar.....6–61	32x4	
Elcar.....8–80	32x6.2	
Elcar.....4–55		30x5.25
Elcar.....6–65		30x5.25
Elcar.....8–80		32x6.20
Essex.....6	31x5.2	30x4.95
Flint.....40	30x5.2	30x5.77
Flint.....55	32x4½	32x6.20
Ford.....T	30x3½	29x4.40
Franklin.....10C	32x4.9	
Franklin.....11A		31x5.25
Gardner.....6A		31x5.25
Gardner.....8A		30x5.77
Gray.....O	30x3½	29x4.40
Hudson..Super Six	33x6.2	33x6.00
Hupmobile..Ser. A	32x4	31x5.25
Hupmobile..Ser. E		33x6.00
Hupmobile.....6–30		30x5.25
Jewett.....23–25	32x4.9	31x5.25
Jordan.....KVL	32x4	
Jordan.....Ser. A	32x6.2	32x6.20
Jordan.....J		30x6.00
Jordan.....Light 8		30x6.00
Kissel.....55	32x4½	32x6.20
Kissel.....75		33x6.20
Lexington,Concord	32x4	31x5.25
Lexington.....M. M.	32x5.2	32x6.20
Lincoln.....	33x5	33x5
Locomobile.....48	35x5	35x6.75
Locomobile.....Jr. 8		30x5.77
Marmon.....74		32x6.20
McFarlan.....S. V.	32x4½	32x6.20
McFarlan.....T. V.	33x5	34x7.20
McFarlan.....St. 8		32x6.20
Moon.....6–40	31x4	
Moon.....6–50	31x4	
Moon.....6–58	32x4½	
Moon.....Series A	31x4	30x5.25
Moon.....London		32x6.40
Nash.....Advanced	33x6.00	33x6.00
Nash.....Special	31x5.25	31x5.25
Oakland.....6–54	31x4.9	
Oakland.....6		30x5.25
Oldsmobile.....30	31x4	30x4.95
Overland.....91 & 92	30x3½	30x3½
Overland.....93		29x4.95
Packard.....6	33x4½	33x5.77
Packard.....8	33x5	33x6.75
Paige.....21–25	33x4½	33x6.75
Peerless.....70	33x6.2	
Peerless.....66	33x5	
Peerless.....6–72		33x6.00
Peerless.....67		33x6.75
Pierce Arrow.....33	33x5	33x5
Pierce Arrow.....80	32x5.7	32x5.77
Reo.....T6	32x6	33x6.20
Rickenbacker.....C	32x4	
Rickenbacker.....A	33x4½	
Rickenbacker.....D		31x5.25
Rickenbacker.....B8		33x6.00
Rolls Royce..40–50	33x5	
Rolls Royce.......... ....Silver Ghost		33x5
Rolls Royce.......... ....Phantom		33x5
Star.....4	30x4.9	30x3½
Star.....St'd 6		29x4.95
Stearns Knight..... ....SKL4	33x4½	
Stearns Knight.....6	33x5	
Stearns Knight...B		33x4½
Stearns Knight...C		33x6.00
Stearns Knight...S		33x6.60
Stevens Duryea..G	33x5	33x5
Stevens Duryea..G	33x5	
Studebaker..Sta. 6	31x5.2	31x5.25
Studebaker..Spe. 6	32x6.2	32x6.20
Studebaker....Big 6	34x7.30	34x7.30
Stutz.....692–4	32x4½	
Stutz.....KLDH	32x4½	
Stutz.....695	32x4½	33x6.75
Stutz.....694		33x6.20
Velie.....60	33x5.2	31x5.25
Westcott.....44		32x6.20
Westcott.....60		32x6.20
Wills Ste. Claire.... ....A&B6	32x4½	
.............W6		33x6.00
.............B&C68		32x6.20
Willys Knight...... ....64 & 63	33x4.9 33x5.7	
Willys Knight....65		30x5.77
Willys Knight....66		32x6.20

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THE SPICE OF LIFE

Straphanging.—Tube trains are now running in Italy. That ought to help in putting the country on its feet.—*The Humorist* (*London*).

Plain Folks.—"Are they unhappily married?"

"Oh, I hardly think they're rich enough for that."—*Boston Transcript.*

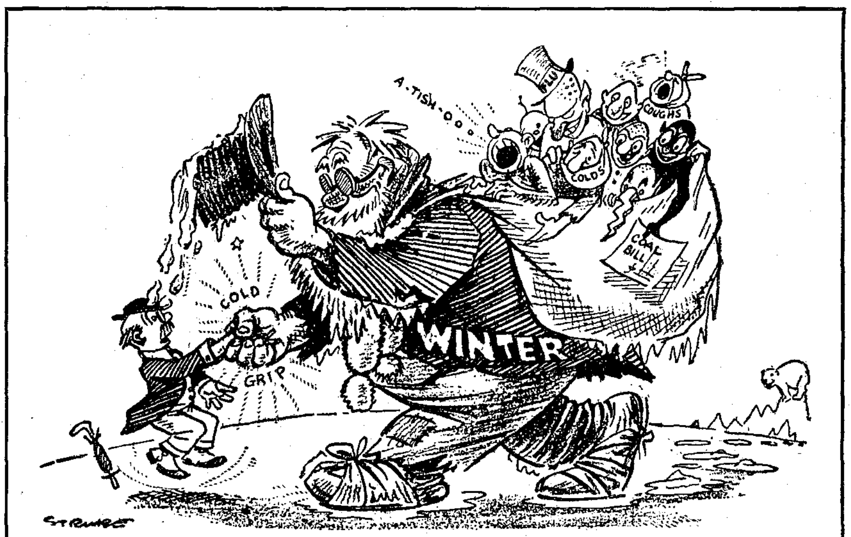
A Convalescent Coal Mine.—The mine of the Pittsburgh Coal Co., located at Black Diamond, started up this week after an illness of several months.—*Local item in a Pennsylvania paper.*

Only Fatal.—DOCTOR (to Atchison Dinge)—"What did your father die of?"

DINGE—"Ah don't know, boss, but it wasn't nothin' serious."—*Ayer's Almanac.*

A Regular Auto da Fe.—We are burning it at home and at our office, together with over 600 satisfied customers.—*From a soft-coal ad in a Philadelphia paper.*

Hence That Cold Spell.—Weakness in cash wheat premiums with a decline of 1 to 1½ cents here had a depressing effect on the weather.—*From a Chicago dispatch in the New York Herald Tribune.*



"THE MAN WITH A LOAD OF MISCHIEF"

—*The Daily Express* (London).

A Warm Reception.—W. H. P. writes: "A batch of jokes I sent to the editors were rejected as no good, but when I threw them in the stove the fire just roared."—*Boston Transcript.*

Bible Class Note.—GUIDE (at ancient castle)—"This is the moat. Are there any questions you would like to ask?"

AMERICAN—"Yes. How in heck could a fellow get one of those in his eye?"—*Life.*

A Go-Getter.—"Is the motor-car an asset to the church?" inquires a religious paper.

Well, of course, it brings a good deal of business to the churchyard.—*The Western Christian Advocate.*

Couldn't Make the Grade.—Janie was returned from the Home of the Feeble-Minded to the Orphans' Home, as the doctor's examination had proved her merely "subnormal."

Said Mamie to Anna in a burst of confidence and gossip: "Janie was sent away to be an idiot, but she couldn't pass and had to come back."—*Harper's.*

A Bright Hope.—The total of $4,500 is considered necessary to finance the Royal Oak cemetery for the year. The board was gratified to learn that the receipts for this year were 50 per cent. greater than last year's income and the hope was express that, next year, the cemetery would be self-supporting.—*From a news item in a Victoria* (*B. C.*) *paper.*

Eggs for All Tastes.—CUSTOMER—"Have you any eggs that have no chickens in them?"

GROCER—"Yes, ma'am; duck eggs."—*The Progressive Grocer.*

A Novel Dish.—Miss Dora Munguia will be served to intimate members of the family following the wedding and the couple will leave for a motor trip of several weeks.—*The Arizona Daily Star.*

A Perfect Illusion.—"Yes, Jeremiah, Alice said that last night she dreamed she was dancing with you."

"You thrill me all to pieces, Hezekiah."

"—— and then she woke up to find her kid brother pounding her feet with a flat-iron."—*The Sun Dial.*

Making Change.—HAY AND FEED DEALER—"You owe me $3 for oats, Mose, and if you don't pay me I'll have to take your horse."

UNCLE MOSE—"All right, Mista Guggenheimer, an' Ah'll pay you de balance o' de $3 jest as soon as Ah kin."—*Ayer's Almanac.*

Just as Noisy.—MRS. JOHNSING—"Ah thought you-all said you was gwine to name your new baby 'Victrola,' but Ah hears you all done make a change."

MRS. MOSES—"Yes. Ah expected it would be a girl an Ah had decided to name her Victrola, but she turned out to be a boy, so Ah done name him 'Radio'."—*The Christian Advocate.*